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on the cover

New York, New Haven & Hartford's Pittsfield, Mass.-Grand Central Terminal Train 143 swings off the Berkshire Branch onto the Maybrook Line at Berkshire Junction, Conn., in July, 1958. The railroad dieselized the Berkshire starting in 1947, using Alco road switchers. H.F. "Casey" Cavanaugh tells the story beginning on page 30. Photograph by H.F. Cavanaugh.

Publisher's Desk

New York to Chicago

WHILE THE INTERNET, used unwisely, can be a great time waster and a major source of misinformation, it can also speed the delivery of real factual data you want. In planning a trip to Chicago from New York, we checked Amtrak's web site and quickly got information on the major trains between the two cities.

We hadn't ridden the New York Central since pre-Amtrak days and wanted to see what Trains 48-49, the *Lake Shore Limited,* offered. No.49 leaves Penn Station daily at 4:45 p.m., scheduled to arrive in Chicago at 11:35 a.m. Because of tunnel restrictions, Amtrak has equipped this train with new Viewliner equipment having deluxe, standard and accessible bedrooms. First class passengers' dining car meals are complimentary. Deluxe and accessible rooms have a shower, toilet and sink while regular bedrooms have a toilet and sink only, with a shower down the hall. All rooms have video monitors showing recent films. The train runs from New York through Albany, Rochester, Buffalo, Erie, Cleveland and on to Chicago.

The former Pennsylvania main line is served by Trains 40-41, the *Three Rivers*. Phyllis' cousin Walter Zullig, an attorney with Metro North Railroad advises, "If you go out to Chicago on the *Lake Shore,* try returning on the *Three Rivers*. It looks like a freight train because the three coaches, lounge and single sleeper are surrounded by mail and express cars and after Philadelphia, RoadRailers on the rear. *But,* it's the only Amtrak train having a genuine Heritage 10-6 sleeper." Meals are not included for first class passengers on 40-41. Food service is limited to sandwiches, snacks and beverages offered in the lounge car. They also have a number of hot plates unless they happen to be "fresh out." Service has not yet been announced on a new train, Nos. 45-46, the *Skyline Connection.*

For more luxury, use Trains 29-30, the *Capitol Limited* between Chicago and Washington, operating daily, and a connecting corridor train back to New York. The *"Cap"* runs via the old New York Central to Cleveland, thence PRR to Pittsburgh and B&O to Washington, using Superliner equipment.

Finally, Trains 50-51, the *Cardinal,* also operates Superliner equipment between Chicago and Washington with corridor connections through to New York City. The *Cardinal* departs Chicago on Tuesday, Thursday and Saturday, and leaves Washington Sunday, Wednesday and Friday. Full dining car service is provided along with lounge car service. Guides provide scenic commentary on Train 50 between Charleston and White Sulphur Springs, and we'd reccomend riding this train eastbound to catch the spectacular scenery in daylight.

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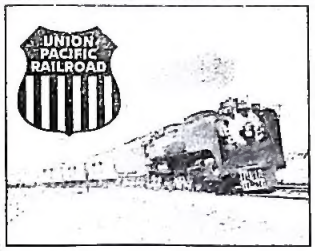

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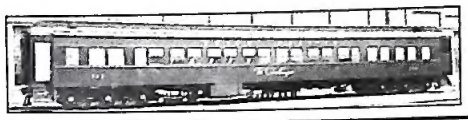

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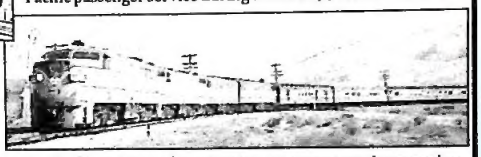

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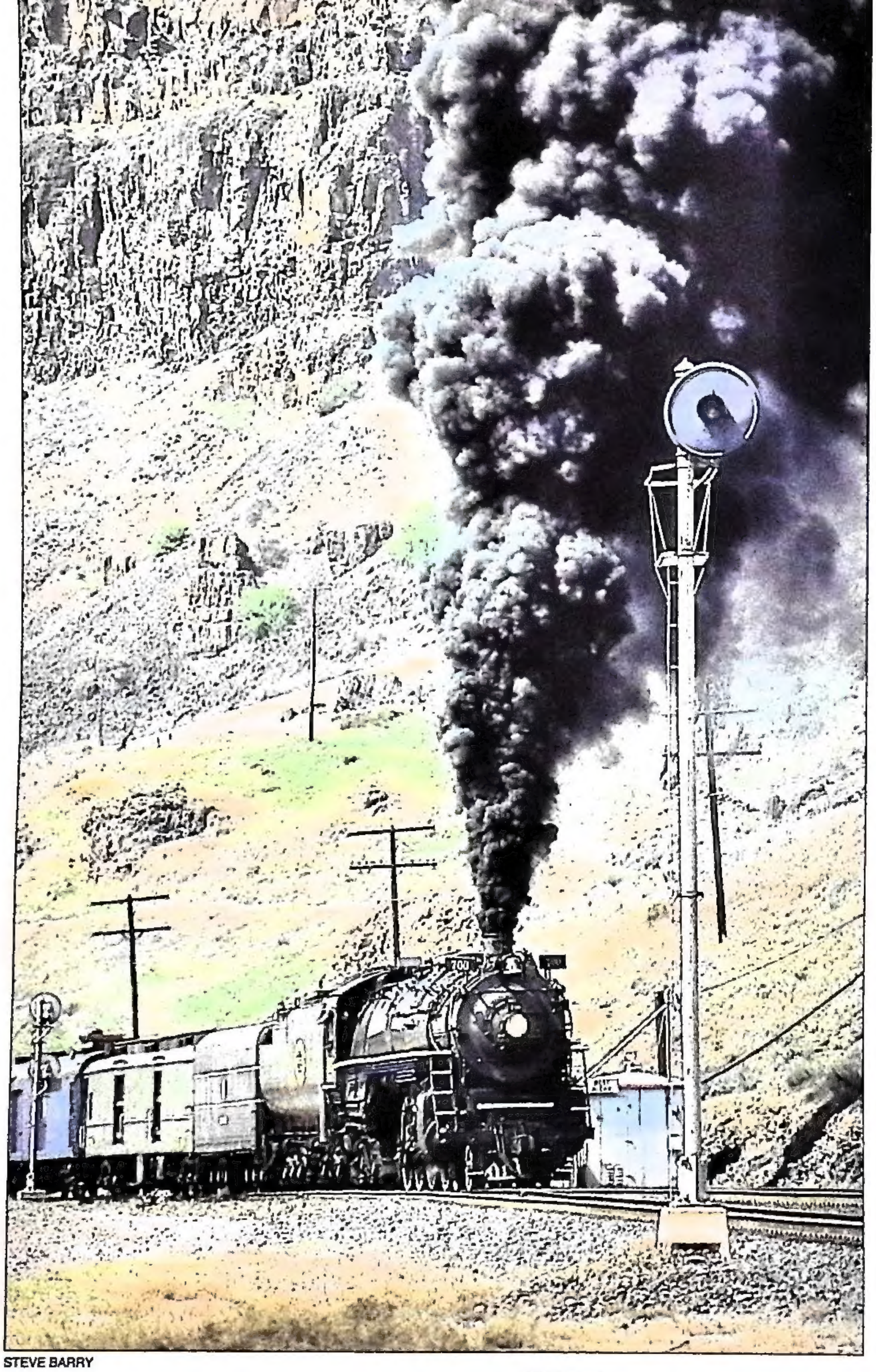
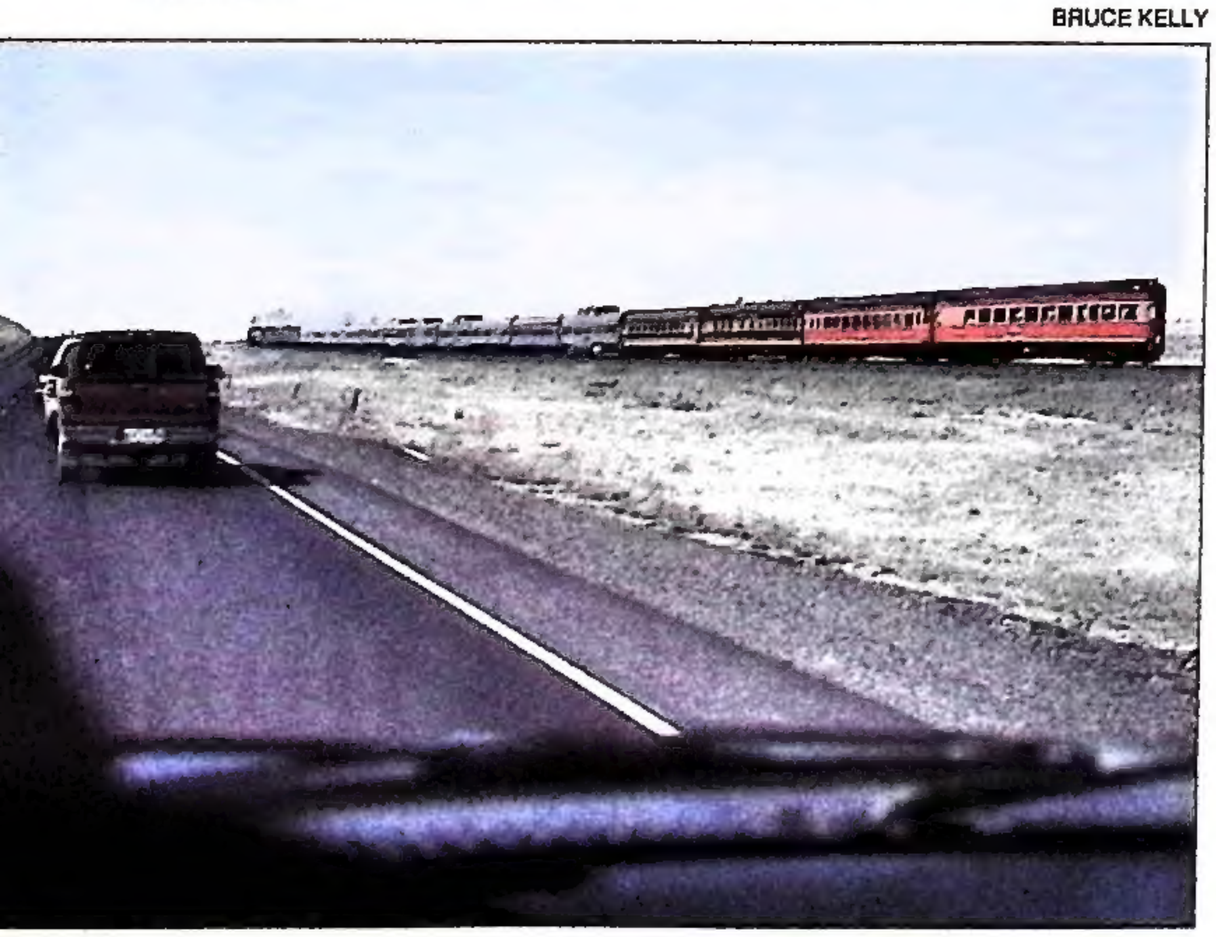


STEVE BARRY

IT WAS BILLED as the Homecoming Trip. Spokane, Portland & Seattle 4-8-4 No.700 returned to its old stomping grounds for a scheduled four-day excursion from April 20-23, 2001, between the Washington cities of Vancouver and Spokane. The first and fourth days had the train scheduled to traverse former SP&S trackage between Vancouver and Pasco, and another piece of the SP&S would be covered as the train departed Spokane on the High Line through Marshall Canyon on the third day, April 22nd.

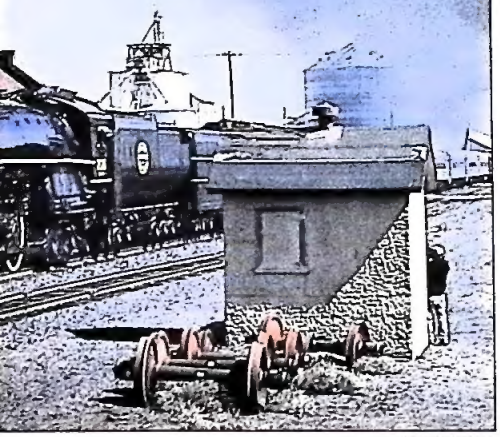
April 20th was the day the big Northern got to show its stuff, as it raced along the Columbia River unassisted, with only a few meets with freights to slow it down. At Lyle the train emerged from a tunnel on its eastbound trek (**above right**), then two spectacular runbys were held for

BRUCE KELLY



Comes Home

The big 4-8-4 returns to the Columbia Gorge



BRUCE KELLY

the paying passengers at Avery (**above left**). Following an overnight stay in Pasco, the train headed up Providence Hill unassisted, but soon came to a stop for mechanical reasons. At press time the cause is still undetermined (piston rings are suspected), so former Santa Fe SD40 6308 led the train up Providence (**below right**) and into Spokane. Day Three saw the train back on the SP&S at Marshall (**below center**), now with BNSF Dash 9-44CW 4322 assisting, although the 700 was still doing much of the work. The motorcade was bumper-to-bumper on the road between Tokio and Ritzville (**below left**), where the train stopped for servicing and a double-runby (**top center**). Alas, a derailment in the yard at Pasco on the 23rd forced the passengers to be bussed back to Vancouver (see MARKERS for more details).

ABOVE and BELOW: STEVEN J. BROWN

STEVE BARRY

New Life on the Isthmus

T. KELLY

Michael M. Palmieri and William Lang

"FOREIGN POWER" gained new meaning in Louisiana recently, as Kansas City Southern's West Yard locomotive shop in New Orleans became a center of activity for the Panama Canal Railway Company (PCRC). The building had been transformed into a car shop, rebuilding passenger cars and locomotives in a new variation of KCS's long-gone passenger fleet.

The story really began some 150 years ago. In 1849, the Panama Railroad was chartered in the state of New York and received a concession from the government of Colombia to construct a rail line across the Isthmus of Panama. Completed in 1855, the five-foot gauge, 47½-mile-long line was the first transcontinental railroad in the Americas. The French Panama Canal Company purchased the railroad in 1880 to assist in its planned construction of a navigation canal across the Isthmus. This enterprise was reorganized as the New Panama Canal Company in 1894, but the French never completed their canal.

In 1903, Panama declared independence from Colombia. The next year, the United States acquired control of the Canal Zone and purchased most of the New Panama Canal Company's assets, including the railroad. One of the first tasks undertaken by the U.S. was the reconstruction of the Panama Railroad; it had been the lifeline of the Isthmus and became an essential tool in the construction of the canal.

Between 1905 and 1909, various American builders constructed almost 200 steam engines — mostly Moguls — for use in the Canal Zone. Most were used in the construction of the canal, and after it was completed many engines were transferred to the Government-owned Alaska Railroad or sold to American railroad equipment dealers. As part of the canal project, two power plants were built to produce electricity to operate the locks, and the Government considered electrifying the railroad. The railroad acquired some motor cars for passenger service, but freight trains were powered exclusively by steam until 1940, when General Electric delivered five 95-ton 1000-h.p. center cab diesel-electric locomotives. The railroad's last new steam engines were five Moguls built by Alco in 1940 and six built by Porter in 1941-'42.

During World War II, a transcontinental highway was built across the Canal Zone, for the first time providing a convenient overland alternative to the railroad. A 1953 timetable lists five passenger trains and one mixed train each way, one train more than was scheduled in 1942. The railroad's importance began to decline with the construction of improved roads and the increased availability of affordable and reliable motor vehicles. Dieselization continued with the arrival of three Alco RSC3s in 1951 and the delivery of three EMD SW1200s in 1962. The railroad even upgraded its passenger service in 1971 with the purchase of four air conditioned coaches from the Union Pacific.

The United States operated the line until 1979, when it was returned to the government of Panama under the terms of the Panama Canal Treaty. In 1998, the Panamanian government privatized the railroad and awarded an exclusive 25-year operating concession to the Panama Canal Railway Company, a joint venture of Kansas City Southern Industries and Mi-Jack Products. KCSI operates the Kansas City Southern and Gateway Western railroads, and has an equity interest in the Texas Mexican Railway and Transportacion Ferroviaria Mexicana. Mi-Jack is a major manufacturer of intermodal container handling equipment.

PCRC is investing approximately $75 million to rehabilitate the railway, construct terminals and purchase equipment. The railroad's first "new" locomotive, GP10 1855 *City of Colon,* was unveiled at a ceremony at the KCS shops in Shreveport on January 5, 2000, after which it was moved to Houston and shipped to Panama. There, the former MidSouth Rail unit powered work trains. The track has been rebuilt to standard gauge using welded rail and concrete crossties, and vertical clearances have been increased to accommodate double-stack container cars. The railroad has one tunnel near Miraflores Lake.

PCRC will serve as an intermodal link for international commerce and complement the existing transportation infrastructure provided by the Panama Canal, the Colón free trade zone and the port terminals. The railroad's primary purpose will be to provide freight service between the Atlantic and Pacific oceans, but it is also going into the passenger business. The terms of the concession require PCRC to provide passenger service, but the railway is going considerably beyond basic accommodations. The new company believes there is a market for up-scale commuter service and excursion trains catering to the numerous cruise ships that call at Panama's ports.

In late 2000, PCRC purchased five F40PH locomotives and nine coaches from Amtrak, plus a privately-owned dome car. The locomotives received mechanical work at Amtrak's Beech Grove shop before being sent to VMV's Paducah paint shop. In January and February, former Amtrak Nos.259, 313, 358, 354 and 374 emerged as PCRC 1856 *City of Panama,* 1857 *City of Gamboa,* 1858 *City of Gatun,* 1859 *City of Paraiso* and 1860 *City of Pedro Miguel.* The last three had been leased to, and painted for, the *Florida Fun-Train.* The units will be used in passenger and freight service.

Meanwhile, PCRC leased space in Kansas City Southern's West Yard locomotive shop in New Orleans and hired a contractor to work on the passenger cars. The nine coaches (4632, 7002, 7003, 7006, 7601, 7607, 7610, 7612 and 7618) moved from Amtrak's shop at Bear, Delaware, to

T. KELLY

TWO PHOTOS: WILLIAM LANG

OPPOSITE: **Panama Canal Railroad F40PHs 1860 and 1857 are on a test run on Kansas City Southern at Baton Rouge, Louisiana on a humid April 20, 2001.** LEFT: **No.1858 is lifted aboard *MV Industrial Challenger* at New Orleans on March 30th.** ABOVE: **Freshly out-shopped No. 1857 *City of Gamboa* poses for a portrait at the West Yard shops.** BELOW: **Three coaches with newly-added open-air viewing platforms are overhauled inside the shop. The worker is carrying a mahogany window frame.**

New Orleans over Norfolk Southern in mid-November 2000. All the cars were built by Budd; eight in 1951 for the Pennsylvania Railroad and the ninth in 1961 for the Union Pacific.

The Pennsylvania cars were part of a group of 32 60-seat coaches (PRR 1568-1599) built for the *Congressional Limited* and *Senator*. Amtrak acquired 30 of them from Penn Central in 1976 and renumbered them 7400-7429. Of these, 28 were refurbished as a part of the Heritage Fleet: eight were remodeled into handicap-accessible 85-seat cars 7000-7007 and 20 became 88-seat cars 7600-7619. One PCRC car, No.7601, was being converted into a 1700-series baggage car by Amtrak when that program was discontinued, and has a large door cut into each side.

The UP car was built as 44-seat coach 5525. Amtrak acquired it in 1971 and renumbered it 4457, then refurbished it as Heritage Fleet car 4632. PCRC purchased it for parts. The dome car was built by Pullman-Standard in 1937 as Southern Pacific counter-tavern car 10310. In 1955, SP rebuilt it into one of their unique ¾-length dome buffet-lounge cars, No.3603, and it was later Amtrak 9372. At this writing, the car is still in Florida.

Amtrak cars 7003, 7006, 7610 and 7618 were transformed into Panarail Tourism Company cars *Rio Bayano, Rio Mamoni, Rio Gatun* and *Rio Paqueni*. (These cars were originally PRR 1572, 1575, 1590 and 1586, then Amtrak 7403, 7406, 7420 and 7416.) The cars received extensive electrical and mechanical work, including additional air conditioning capacity (from eight to 16 tons), new wheels, and multiple-unit wiring so they can operate between two locomotives. Each car was remodeled with wood paneling, new carpeting and furniture, and an open-air viewing deck at one end. After most of this work was done, they were sent to Shreveport and painted into a yellow and black scheme reminiscent of Kansas City Southern's passenger trains.

On Friday March 30, 2001, the five locomotives and the first four cars were loaded onto the *MV Industrial Challenger* at the Nashville Avenue Wharf in New Orleans. The ship also carried a couple of Mi-Jack container cranes and assorted parts. *Industrial Challenger* is a heavy-lift, box-hold, multipurpose vessel operated by Intermarine, Inc. of New Orleans and is equipped with a pair of cranes, each with a capacity of 200 metric tons. The one-year-old ship is 393 feet long, with a beam of 65.6 feet and deadweight of 7,000 metric tons. It arrived in Cristóbal, Panama on April 10th, and docked at the PCRC pier in Mount Hope, Panama, the next day.

Photographs taken on private property were made possible through the cooperation and permission of Kansas City Southern, New Orleans Public Belt and New Orleans Stevedoring Company. The authors would like to thank these organizations for making this article possible. We would also like to thank Mr. Ronald J. Robertson, Jr., of the Panama Canal Authority for his assistance.

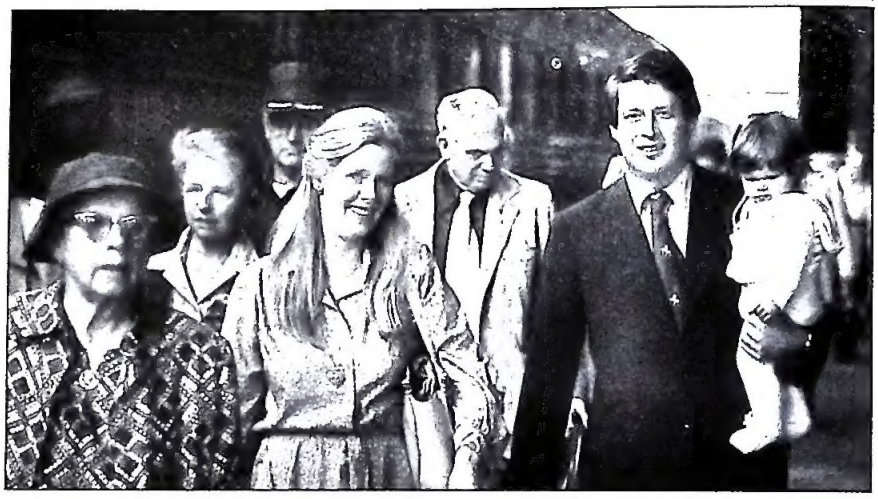
Amtrak Considers Nashville Service

IT'S BEEN NEARLY 22 YEARS since the city of Nashville has had Amtrak service. With the renewed interest and resurgence in passenger trains, there have been rumors and talk about returning passenger service to Tennessee's State Capital and second largest city.

In the past year, city and state leaders have initiated talks with Amtrak. The excitement began in December 1999, when Amtrak's *Kentucky Cardinal* was inaugurated between Chicago and Jeffersonville, Indiana, across the Ohio River from Louisville, Kentucky. Several times through-out the inaugural speeches on that cold day, many community leaders suggested that this could be the first step in eventually returning service to downtown Louisville, Nashville, and possibly all the way to Florida.

Many are still bitter about the discontinuance of the *Floridian* in October 1979, part of a massive cutback by Amtrak. The corridor between the Midwest to Florida is an

RALCON WAGNER



THEN-U.S. CONGRESSMAN AL GORE, JR., *his wife, Tipper, and two children prepare to board Amtrak's last southbound* Floridian *at Union Station in Nashville, Tennessee, in October 1979. Rep. Gore made several attempts to stop the* Floridian's *discontinuance before the train's final run between Chicago and Miami. Recently there have been discussions between Amtrak officials and several political leaders in Tennessee trying to reinstate Midwest-to-Florida service after a 22-year hiatus.*

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important link in Amtrak's network that needs to be restored. The southeast has not had adequate passenger train service for years.

For this reason, Tennessee's U.S. Representative Bob Clement, a long time Amtrak proponent, invited Amtrak President George Warrington to Nashville to discuss what needs to be done to get Amtrak service returned to Tennessee in the near future. Warrington was quoted in the *Tennessean* as saying, "We're taking a good, hard look at restoring service in Tennessee and the benefits that such a move would provide for passengers, communities and Amtrak." While Warrington was in Nashville, he met with Governor Don Sundquist, Nashville Mayor Bill Purcell and state legislators to discuss the possible restoration of service.

Many advocates of Amtrak have felt that passenger service could be returned immediately by merely extending the existing *Kentucky Cardinal* from Jeffersonville to Nashville. No additional equipment would be required, since the train's consist presently sits idle at Jeffersonville each day for more than twelve hours before making the return trip to Chicago. It's believed that the equipment could be better utilized by continuing on as far south as Nashville, where the train could be cleaned and serviced before making the return trip. Many people are unaware that Nashville has a new intermodal station. The Clement Landport was built three years ago with the purpose of serving city buses, and eventually, Amtrak and commuter trains. The Landport is located immediately south of Nashville's Union Station (now a luxury hotel) and was constructed in the 1990s using ISTEA funds. According to Rep. Clement's office, money is available for track and boarding platform construction underneath the existing structure when train service does return. The Landport was built on that site expressly for that purpose. Since existing equipment (the *Kentucky Cardinal* trainset) is already in place, the biggest problem to resolve is negotiating with CSX for use of their track. Nashville is a major freight hub for CSX and congestion has often resulted in bottlenecks in and out of the Nashville terminal district. In spite of this, city leaders and Amtrak are optimistic about the restoration of passenger service in the near future. Long-range plans include extending the train south to Florida. To do so would take major funding, since enough new equipment would have to be acquired for two or three train sets to cover the service. Nashville is the second largest city in the nation without Amtrak service (Phoenix, Arizona, is the largest).

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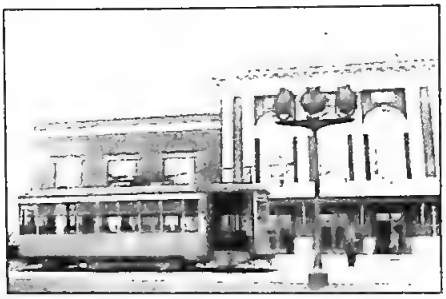

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Letters from readers

O. Winston Link Productions

I wrote to O. Winston Link Productions at the address given on page 47 of the May 2001 RAILFAN & RAILROAD to place an order. The letter came back from the Postal Service marked "insufficient address." Do you have another address for his company?

DAVID SHORE
RICHMOND, BRITISH COLUMBIA

The correct address appears in this month's RAILROADIANA section on page 25. We apologize for any inconvenience. — S.B.

Camas Prairie hat trick

My thanks to Jim Boyd for his kind comments in CAMERA BAG in the May 2001 R&R about my coverage of the Camas Prairie's last Grangeville train. It was never my intention to monopolize this story simultaneously in R&R, *Trains* and *CTC Board*. The people at these magazines are all good friends, and when a major event happens that close to home, I feel obligated to share my material equally with everybody. There were only two or three other railfans following the last trip (one of them shooting strictly video), so I figured it would be up to me to make sure all three magazines were promptly supplied with much-needed photos of this historic abandonment.

Incidentally, my shots of the last train over Halfmoon Trestle weren't exactly the angle I would have liked (and the bad weather sure didn't help). My original plan was to chase the last Grangeville Local down Lapwai Canyon on Wednesday and catch him at easier spots like Tunnel 1 and Rock Creek Trestle, saving the hike to Halfmoon Trestle for Thursday's round-trip Reubens Turn, which was supposed to be the absolute last train. For that, I was going to shoot from the north end of Halfmoon to get a proper going away shot of the final freight crossing the trestle and disappearing into Tunnel 3. But when the weather forecast on Wednesday started calling for rain and possibly snow developing overnight, I decided to shoot Halfmoon a day early just in case. Good move. Camas Prairie RailNet surprised everybody by cancelling the Reubens Turn

R&R WELCOMES letters from readers. Send letters to the editor to RAILFAN & RAILROAD, FANMAIL, P.O. Box 700, Newton, NJ 07860, or via e-mail: *steveb@railfan.com*. We reserve the right to edit for space and style.

The Dixie Line

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and having the Grangeville Local bring all the remaining cars down a day earlier than expected, and by the grace of God I managed to be the only person at the line's most hallowed site with cameras ready.

Bruce Kelly
Couer d'Alene, Idaho

As a side note, Bruce and wife Amy were visiting the Carstens offices here in Newton at the time we were putting together his Camas Prairie piece. We promptly sat Bruce down at a desk and put him to work laying out his own story. So while the other two magazines had text and photos by Bruce, we were the only one where the author also did the layout. — S.B.

C&NW steam finale

I have a correction to offer to Jeff Terry's story on the Black Hills Central in the May 2001 R&R. It is correct that Chicago & North Western 4-6-0 No.444 was last used in switching service at Belle Fourche, South Dakota, circa 1956. At the time the R-1 was acquired by the BHC in 1958, however, it was stored at the C&NW's division roundhouse in Chadron, Nebraska. Repairs were made by C&NW personnel, and on June 13th the engine operated light from Chadron to Crawford, Nebraska, where it was interchanged to the Chicago, Burlington & Quincy for delivery the next day to Black Hills, South Dakota. The occasion marked the last run of a C&NW steam locomotive anywhere on the North Western system.

Jim Reisdorff
Columbus, Nebraska

C&NW forever

I enjoyed James Boeger's article in the April 2001 R&R on railfanning along the Mississippi, but wish to make a technical point on the photo of the C&NW SD40-2 crossing the bridge at Clinton, Iowa. The caption refers to it as an ex-C&NW engine, but I will guarantee that the conductor and engineer were both in possession of bulletins issued to CNW 6865 on that date. I will not argue the point of the track, route and bridge being "ex-Chicago & North Western," but until that engine is renumbered and given new reporting marks, it is still carried by its C&NW title, actual owner notwithstanding. As a Union Pacific engineer, I don't know if I've ever run the 6865. If I recall correctly by its number, it is one of the engines not equipped with ATS needed on the subdivisions I run over. But if I did run it, I'd have bulletins issued to CNW 6865, ex-nothing.

Doug Smith
via the Internet

Wilmington & Western correction

The photo on page 27 in the May 2001 R&R of Wilmington & Western 114 at Greenbank, Delaware, was mistakenly credited to Larry R. Zimmerman, when in fact I took the photo.

The W&W line is now open all the way to Hockessin as of March 17, 2001. The W&W's Pennsy doodlebug ran to Hockessin on that date for the railroad's annual dinner, marking the first train to the end of the line since the hurricane in September 1999.

Edward J. Feathers
Glenolden, Pennsylvania

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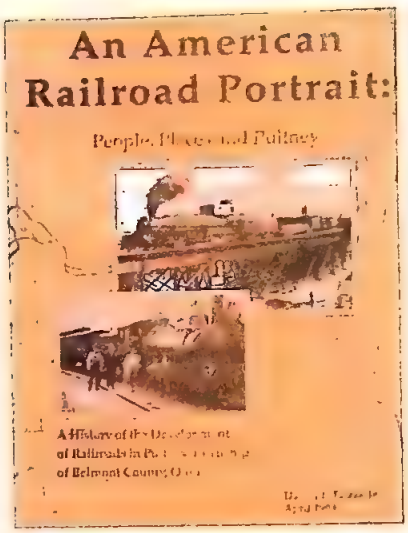

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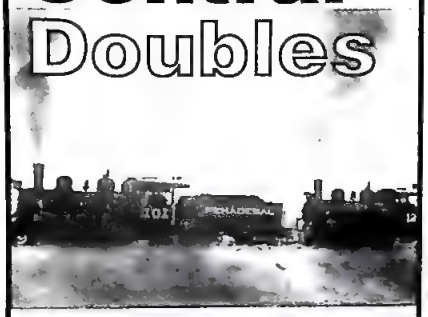

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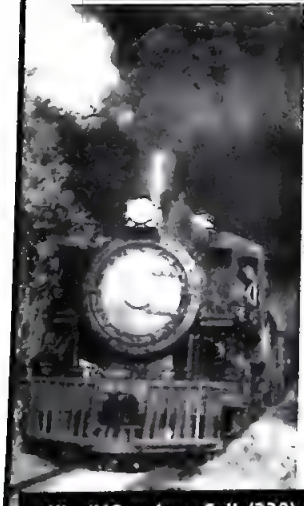
PERU: "Inca Alcos", Two hours along the Peru Central and Peru Southern lines, including Machu Picchu route and Lake Titicaca rail barge. Alcos, MLWs, and steam!

MEXICO: Video from 1995 (2-tape set) and 1996 (3-tape set) just prior to privatization. Please write for information. Catalog on request with over 60 titles including several rail travel programs across the USA and Canada.



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Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

TENNESSEE VALLEY RAILROAD at Chattanooga will sponsor the following excursions into northwest Georgia via ex-Central of Georgia trackage. Many trips include a dining car meal. Ticket prices range from $41 to $84. Call the museum at 423/894-8028 for complete details.
June 2, RDC Milemaker.
June 23, Kensington bluegrass train.
September 29, LaFayette Fly-In.
October 6, 13, 20, 21, 27, 28 and November 3, Autumn Leaf Specials to Summerville.

WORCESTER, MASSACHUSETTS, June 2. Maritime Limited excursion train to the U.S. Navy Submarine Museum at Groton, Conn., via the Providence & Worcester. Trip departs 10am, returns 4pm, optional bus connection from the Boston area. Fare $35 per person. For more complete information contact the Mystic Valley Railway SOciety, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445; *www.mysticvalleyrs.org.*

MANASSAS, VIRGINIA, June 2. Manassas Railway Festival featuring rail equipment displays, excursions, the Buckingham Lining Bar Gang, modular railroads and more. Event runs from 10am-4pm. For more information call 877/848-3018; e-mail *hmi@erols.com; www.visitmanassas.org.*

PORTLAND, OREGON, June 2-3. Excursion to Wishram, Wash., each day behind Southern Pacific 4-8-4 4449. The trip departs Portland at 10am and returns at approximately 7pm, with a barbeque lunch in Wishram. Coach fares are $129 adult and $109 for children 2-11, $169 for dome seating and $149 for club seating. Order tickets from Northwest Rail Museum, P.O. Box 19342, Portland, OR 97280; 503/244-4449; *www.4449.com.*

UNION, ILLINOIS, June 2-3. First Annual Railroad Fine Art Show at the Illinois Railway Museum, featuring the artwork of Ted Rose, Margaret Mailly and Gil Reid for display and sale. Regular museum admission of $9 adults, $7 seniors or kids 5-11, kids under 5 free, family maximum $35. For information call 800/BIG-RAIL or write IRM, Box 427, Union, IL 60180; *www.IRM.org.*

MILWAUKEE ROAD 261 will power two excursions to celebrate the reopening of the Milwaukee Road depot in Minneapolis. On June 2 there will be a 200-mile roundtrip excursion to Willmar. On June 3 the 261 will power a 150-mile roundtrip to St. Cloud. Coach seats are $69 for Willmar and $59 for St. Cloud. There will also be a reception on June 1 at the Milwaukee Road depot ($25). For more ticket options visit *www.261.com.* Tickets available from Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126.

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net; www.rrmuseumpa.org*) will hold the following special events at the museum in Strasburg. Regular admission charged for all special events unless noted. Call or write for complete information.
June 2-3, Pennsy Days with special lectures, demonstrations, tours of PRR equipment, noted artists and authors selling works, more.
July 6-7, Reading Days with special presentations, model railroad, tours of Reading equipment, more.
August 16-19, Railroad Circus Days with model circus trains, equipment and performances displayed by the Circus Model Builders International.
October 12, 13, 19, 20, 26, 27, Tricks, Trains & Treats with ghostly tales at the museum and a ride on the Strasburg Rail Road. Tickets $15.95, $9.95 kids 3-11.
November 10, Trains and Troops featuring exhibits exhibits and displays on the role railroads played in the defense of our nation.

DELTA, PENNSYLVANIA, June 3-24 (Sundays only). 25th anniversary presentation of the Ma & Pa Railroad month at the Old Line Museum, 602 Main Street, 1:30-5pm. Memorabilia, photos, scale drawings, and models of Maryland & Pennsylvania locomotives, rolling stock and buildings, plus discussions and guest speakers. No admission, but donations appreciated. For more information contact J.E. Murphy, Box 9706, Baldwin, MD 21013; 410/592-7491.

DALLAS/FORT WORTH, TEXAS, June 7-10. NMRA Lone Star Region 50th Anniversary Convention will feature tours of BNSF headquarters and the Dallas Area Rapid Transit shops and facilities, in addition to model railroad events. Advance registration $75. For more information contact Stan Pirzchalski, 4832 Lakeside Drive, Colleyville, TX 76034; 817/540-2350; *karstanpir@home.com.*

ORRVILLE RAILROAD HERITAGE SOCIETY, INC., (P.O. Box 11, Orrville, OH 44667; 330-683-2426; *www.orrvillerailroad.com*) will host the following special events. Contact the society for complete details.
June 9, round-trip excursion from Orrville to Spencer, Ohio (two departures); tickets $25 adults, $15 kids.
June 9-10, Depot Days at the Orrville depot.
August 4-5, Overnight excursion from Orrville to Pittsburgh for the Three Rivers Boat Regatta and fireworks *(see separate listing).*
August 25, excursion to the Lorain County Fair from Canton and Orrville; tickets $39 economy coach, $45 regular coach, $75 first class, children $10 off above prices.
October 13, loop excursion from Orrville to Medina, Ohio, out via Canton and Akron, return via Spencer *(see separate listing).*
November 23-24, open house at the Orrville depot

NASHVILLE, TENNESSEE, June 9. Train Robbery Excursion Train sponsored by the Tennessee Central Railway Museum to Lebanon, Tenn. Civil war reenactment in Lebanon, plus train robbery. Fares (includes admission to reenactment) $28, kids under 12 $15, first class $35, dome seating $55. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

NEW YORK, NEW YORK, June 9. West Point Extravaganza sponsored by the New York Railroad Enthusiasts. Ride Metro-North to Cold Spring, N.Y., for lunch at the Depot Restaurant, followed by a tour of the U.S. Military Academy. Trip departs Grand Central Terminal at 10am, returns in early eveing. Fare (including lunch) $58, seniors over 65 $53. Make checks payable to the "RRE NY Div Trip Fund" and mail to The NY Railroad Enthusiasts, c/o Steven Kalka, 315 Atlantic Avenue, #2K, East Rockaway, NY 11518.

CALGARY, ALBERTA, June 9-10. Heritage Park Railway Days featuring continuous live steam action with a matched pair of 0-6-0s on passenger and freight trains, including double-headers. Other activities include telegraph operation, speeder rides, model railroad displays, safety promotion, steam back-shop visits, spike driving and more. For more information phone 403/259-1900.

WILLIMANTIC, CONNECTICUT, June 10. Connecticut Eastern Railroad Museum Grand Opening featuring guided tours of the railroad village, equipment displays, dedication of new roundhouse. Event runs 10am-4pm, roundhouse dedication at 2pm. Admission $3. For more information contact CERM, P.O. Box 665, Willimantic, CT 06226; *www.cteastrrmuseum.org.*

SOUTH CAROLINA RAILROAD MUSEUM (P.O. Box 643, Winnsboro, SC 29180; 803/635-9893; www.scrm.org) will hold the following special events in 2001.
June 16, Father's Day Special, contact the musum for details.
October 6, Caboose Day, ride in one of the museum's cabeese.
October 20, Fall Harvest Specials.
October 27, Member's Day, members ride free (new memberships accepted on day of event).

MENDOTA, ILLINOIS, June 16-17. Third annual Mendota Railroad Crossing Days at the Union Depot Railroad Museum and the Hume-Carnegie Museum with a Gandy Dancer's Express, railroad swap booths and craft show, tours of steam locomotive No.4978 and other equipment and more. For more information contact the Mendota Museum & Historical Society, P.O. Box 433, Mendota, IL 61342-0433; 815/539-3373; *www.mendotamuseums.org.*

MONTICELLO RAILWAY MUSEUM (P.O. Box 401, Monticello, IL 61856; 217/762-9011; www.prairienet.org/mrm) will hold the following special events. Call or write for information.
June 16-17, Father's Day Bluegrass and More; bluegrass music and fathers ride free.
July 3, Fireworks Train; ride the train to the fireworks (reservations required by calling 800/952-3396).
August 11-12, Caboose Trains with multiple cabooses.
September 15-16, Illinois Central Railroad Days celebrating 150th Anniversary of the IC; passenger and freight trains with IC equipment and special displays.
October 20-21 and 26-28, Ghost Train ride through Haunted Hollow.

WHIPPANY, NEW JERSEY, June 17. Father's Day at the Whippany Railway Museum featuring hand car demonstrations, an operating demonstration of 1918-vintage Morristown & Erie railbus No.10, and a large G-scale layout with *Thomas the Tank Engine.* Admission $1, kids under 12 $.50. For more information call the museum at 973/887-8177 or visit *www.WhippanyRailwayMuseum.org.*

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-6622; www.brwrr.com) will hold the following special events. Fares for all trips (except mixed train) are $8 adults, $4 kids 3-12, under 3 free. Contact the railroad for full information.
June 17, Father's Day, fathers ride free with paid child.
July 20, Mixed freight *(see separate listing).*
September 15-16, Great Train Robbery.
October 27-28, Halloween Special.

CHICAGO, ILLINOIS, June 18. Special inbound train to the NRHS Convention in St. Louis using RailCruise America's Green Train with matching F-units sponsored by the Chicago Chapter NRHS. Gourmet luncheon included on the train. Fare $240 for Luxury Class or $290 for dome. Tickets/information from Larry Klingbeil, Chicago Chapter NRHS, P.O. Box 53, Oak Park, IL 60303.

ST. LOUIS, MISSOURI, June 18-23. Convention of the National Railway Historical Society celebrating the 150th anniversary

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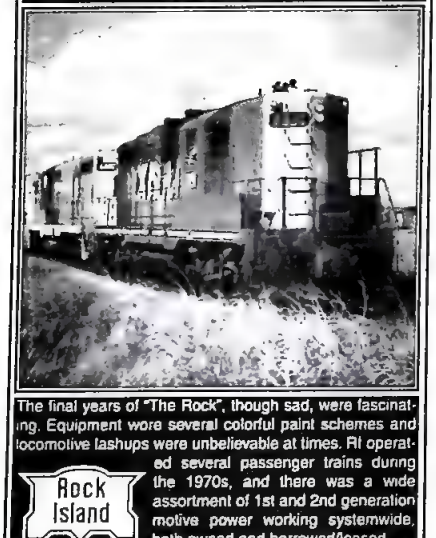

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of the first rails laid west of the Mississippi. For more information write to St. Louis Chapter NRHS, PMB 271, 2129 Barrett Station Road, St. Louis, MO 63131-1638 or visit *www.stlouisnrhs.org/nrhs2001/home.htm.* Tentative line-up includes:

June 19, excursion to Gorham, Ill., with Union Pacific 3985 *(sold out).*
June 20, National Museum of Transportation and Wabash, Frisco & Pacific live steam railroad; MetroLink light rail tour *(sold out)*; RailCruise America dinner train.
June 21, excursion to Hannibal/Quincy, Mo., with Frisco 1522 *(lounge seating only available)*; RAILFAN & RAILROAD night photo session *(sold out).*
June 22, seminars and banquet.
June 23, excursion to Newburg, Mo., with Frisco 1522.

KENTVILLE, NOVA SCOTIA, June 22-24. The 2001 Maritime Federation of Model Railroaders Convention will feature a 2-3 hour ride on the Windsor & Hantsport's *Evangeline Express* For more information call Ric Hamilton at 902/538-7783 or visit *http://mfmr.homestead.com.*

EAST HAVEN, CONNECTICUT, June 23-24. Trolley Pageant at the Shore Line Trolley Museum, showcasing subway and elevated cars 100 years old or more with exhibits, demonstrations and photo opportunities, plus a parade of cars representing the trolley era. Admission $6, $5 seniors, $3 kids 2-15, includes unlimited trolley rides and all demonstrations and exhibits. For more information call the museum at 203/467-6927 or visit *www.bera.org.*

GALESBURG, ILLINOIS, June 22-23. 24th Annual Galesburg Railroad Days featuring displays, excursions, tours and other family activities. For more information contact Railroad Days, P.O. Box 60, Dept. RF, Galesburg, IL 61402-0060; 309/343-2485 ext. 737.

BOSTON, MASSACHUSETTS, June 29-July 15. Oregon Trail & Reno Too trip via Amtrak's *Lake Shore Limited* and western Amtrak trains. Trip goes to Oregon, then on to Reno via Donner Pass. All-inclusive fares with coach class start at $1700 per person double occupancy. For complete information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445; *www.mysticvalleyrs.org.*

FELTON, CALIFORNIA, July 3-31 (Tuesdays only). Tiny Train Tuesdays at the Roaring Camp Railroads featuring the Kahuku, an 1890 Baldwin 0-4-2T. Ride the Kahuku free with any same-day regular Roaring Camps ticket. For information call 831/335-4484 or visit *www.roaringcamp.com.*

FELTON, CALIFORNIA, July 7. Steam Festival at the Roaring Camp Railroads with historic gas and steam-powered engines and a steam-powered sawmill, plus steam trains. For information call 831/335-4484 or visit *www.roaringcamp.com.*

GREAT CIRCUS TRAIN will make its annual trip from Baraboo to Milwaukee, Wisc., on July 7-9, with the Great Circus Parade in Milwaukee on July 15. The train will visit many Wisconsin towns along the way including Madison, Neenah and Stevens Point. For more information visit *www.circusparade.com.*

CLINTON CORNERS, NEW YORK, July 7-September 9. The Town of Clinton Historical Society features an exhibit on *The Enduring Harlem Line* from its birth in 1831 as the New York & Harlem Rail Road through its revitalization by Metro-North. The exhibit will be at the Creek Meeting House, Salt Point Turnpike, Clinton Corners (Dutchess County) and is open weekends from noon-4pm; donations suggested. For more information phone 845/266-9454.

RAIL TRAVEL CENTER (139 Main Street, Brattleboro, VT 5301; 800/458-5394; *www.railtravelcenter.com*) will run the following special trips. Call or write for full details.

July 8-23, Maine and the Maritimes featuring Amtrak's *Downeaster* to Portland, Narrow Gauge Museum, Boothbay museum, Belfast & Moosehead Lake, Via's *Bras d'Or* and *Ocean Limited.*
August 16-20, Amish Rails featuring Strasburg Rail Road, Black River & Western, museums and more.
August 20-30, Keystone Historical Rail Tour featuring New Hope & Ivyland, Wanamaker, Kempton & Southern, Gettysburg, East Broad Top, Horseshoe Curve and more.
August 22-September 3, Wilderness Trains of the Great Lakes featuring Amtrak's *Empire Builder,* North Shore Scenic, *Minnesota Zephyr,* Algoma Central to Hearst, South Simcoe Railway and more.
September 3-14, Alaska Cruise/Rail Tour featuring White Pass & Yukon, Alaska Railroad, more.
September 20-23, Smithsonian Streamliner Weekend to Chicago on the *Capitol Limited* and *Cardinal* from Washington.
October 3-14, Grand Fall Tour of New England featuring Winnepesauke Railroad, Hobo Railroad, White Mountain Central, Conway Scenic, Mount Washington Cog, Green Mountain and Amtrak's *Vermonter.*
October 6-13, Riverbarge Excursion Rivers to Rails featuring cruise of the Ohio and Kanawha Rivers and Amtrak's *Cardinal.*
October 6-13, Hudson Bay/Polar Bear Explorer featuring Via's *Northern Spirit* and bear photo safari.
October 13-18, Bluegrass Autumn Reunion featuring Bluegrass Scenic, Kentucky Railway Museum, Indiana Transportation Museum and French Lick, West Baden & Southern.
October 18-30, Ozark Autumn Tour featuring St. Louis light rail, St. Louis, Iron Mountain & Southern, Amtrak's *Ann Rutledge* and *Heartland Flyer,* Branson Scenic, Silver Dollar City, Eureka Springs & North Arkansas, Arkansas & Missouri, National Museum of Transportation and more.

NASHVILLE, TENNESSEE, July 14. Murder Mystery & Jazz Excursion Train to Watertown, Tenn., sponsored by the Tennessee Central Railway Museum. Evening train ride to enjoy the Jazz Festival on the Square. Fare $27, kids under 12 $15, first class $35, dome seating $55. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2199; 615/244-9001; MC/Visa/Discover accepted.

PORTLAND, OREGON, July 15-18. Union Pacific Historical Society Annual Convention at the Holiday Inn Portland Airport featuring industrial tours, clinics, models and photo displays and and extra-fare excursion on the Mount Hood Railroad. Registration $90 before July 15, $100 after. Registration/information from UPHS 2001 Convention, PMB #361, 17675 SW Farmington Road Aloha, OR 97977; *www.uphs.org.*

RINGOES, NEW JERSEY, July 20. Mixed freight on the Black River & WesterN departs at 10am. Return time depends on freight switching, lunch is available. Advance sales only, fare $25 from Black River & Western Railroad, P.O Box 323, Ringoes, NJ 08551, attn: Elizabeth Griswold.

RAILCAMP will be offered by the National Railway Historical Society and the National Park Service at Steamtown National Historic Site from **July 22-28** and **August 12-18.** Campers will receive detailed instruction on various restoration skills, roundhouse operations, railroad operations, historic interpretation and a whole host of subjects connected with maintaining and promoting railroading's rich heritage. RailCamp is open to students entering the 9th grade through finishing the 12th grade in 2001. Tuition is $550 per student, which includes instruction, meals and lodging. For more information contact RailCamp 2001, National Railway Historical Society, P.O. Box 58547, Philadelphia, PA 19102-8547; 215/557-6606; *nrhs@compuserv.com.*

ESSEX, CONNECTICUT, July 28-29. Railfan Weekend on the Valley Railroad featuring two steam locomotives. Saturday double-header, night photo session with R&R's Steve Barry, Sunday photo freight. Other activities and displays throughout the weekend, including the dedication of the Goodspeeds station. For more information contact the Valley Railroad, P.O. Box 452, Essex, CT 06426; 860/767-0103; *www.valleyrr.com.*

MINNEAPOLIS, MINNESOTA, August 3-4. National Association of Timetable Collectors Convention at the Ramada Inn in Roseville, Minn. Dealers tables, Saturday night banquet. For more information contact NAOTC 2001 Convention, c/o John W. Rothwell, 4271 Shineway Drive NE, Ada, MI 49301.

BELLOWS FALLS ,VERMONT, August 3-5. Transpo 2001/ Rockingham Old Home Days with visiting rail equipment and special rail excursions in addition to the *Green Mountain Flyer.* Night photo session Saturday night will feature a spectacular fireworks display over the equipment displays in the Green Mountain Railroad yard. More details to follow.

CINCINNATI, OHIO, August 4. *Summerail at CUT* sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. A full day of activities featuring multi-media slide presentations, railroad show & sale and a visit to Cincinnati Union Terminal's Tower A. Scheduled presenters include Joe Blancke, Dale Brown, Brian Carleson, Mark Demaline, Ron Flanary, Steve Forrest, Terry LaFrance, Dennis Nehrenz, Mark Perri, Jerry Peyfer, Ron Spiga, Lance Wales and Gib Yungblut. Tickets sold in advance for $12 or on day of show if available. Make checks payable to Miami Valley Railfans and mail to Summerail 2001, Aubrey Flock, 4103 Elliot Avenue, Dayton, OH 45410.

ORRVILLE, OHIO, August 4-5. Overnight trip to Pittsburgh for the 23rd Three Rivers Boat Regatta & Fireworks sponsored by the Orrville Railroad Heritage Society. Buffet lunch after arrival in Pittsburgh, plus sightseeing dinner & dance cruise on Gateway Clipper river boat. Ticket prices include rail fare, buffet lunch, boat cruise, bus transfers and hotel accomodations. Coach fare $239, first class $295, single room supplement $45. Tickets available from ORHS, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm); *www.orrvillerailroad.com.*

SCRANTON, PENNSYLVANIA, August 10-12. Alco/DL&W celebration on GVT's Delaware-Lackawanna Railroad commemorating the 150th Anniversary of the Delaware, Lackawanna & Western and the 100th Anniversary of the American Locomotive Company. Events include a Friday night slide show at the Electric City Trolley Museum adjacent to Steamtown. Saturday features a static display of seven different Alco models, followed by an excursion featuring two RS3s on a photo freight over the DL&W Pocono Main. Night photo spectacular features D&H Alcos posed under DL&W 426 at Bridge 60. Sunday morning trip features two RS3s on the Carbondale line. Tickets $130 covers all Saturday and Sunday activities (Friday show $15 extra), capacity limited to 125 people. For more information get on the mailing list by sending an e-mail to *DL&W-ALCO-DAYS@gvtrail.com* or phone 716/343-5398.

BURNET, TEXAS, August 18-19. Texas Hill Country Railfair & Festival sponsored by the Austin Steam Train Association. Ride the *Hill Country Flyer* to the railroad memorabilia show in Burnet. Local rail travel from Burnet to 1912 depot in Bertram with *Flyer* meets and photo opportunities available. For more information contact the Austin Steam Train Association, P.O. Box 1632, Austin, TX 78767; 512/477-8468; *www.atcrr.com.*

ELY, NEVADA, August 24-27. Photo workshop at the Nevada Northern's facilities with complete access and photographic freedom from dawn to dusk each day. Optional steam and diesel trips available. Photographer Stanley W. Trzoniec will host the workshop. For more information contact Classic PhotoWorkshops, 58 West Main Street, Northboro, MA 01532; 508/393-3800; *fotoclass@aol.com.*

WEST CHESTER, PENNSYLVANIA, August 25. Night Photo Ride on the West Chester Railroad featuring GP9 99 and RS18 1803. Photo stops along the WCRR, lighting provided

by Kermit Geary, Jr. Train departs Market Street in West Chester at 9pm. Tickets $15 from Four States Railway Services, Inc., P.O. Box 385, Yorklyn, DE 19736 Information phone 610/430-2233 or visit *westchesterrr.net*

FELTON, CALIFORNIA, September 1-3. Summer Sampler at the Roaring Camp Railroads with a sampling of the best historic reenactments including train robberies, lapper and trader encampment, operating steam saw mill, historic rail equipment, handcar rides and more. For more information phone 831/335-4484 or visit *www.roaringcamp.com*

STEAMTOWN NATIONAL HISTORIC SITE in Scranton, Pa., will hold the following special events. For more details call the park at 888/693-9391.

September 1-3, Rail Expo 2001 with visiting rail equipment, excursions, tours and exhibits.

November 23-24, Toys for Tots Santa Train, kids bringing a new unwrapped toy ride free with Santa.

GREEN BAY, WISCONSIN, September 1-7. Amtrak group tour aboard the Empire Builder to the Izaak Walton Inn at Essex, Mont., hosted by the National Railroad Museum. Trip includes two nights sleeping accomodations on Amtrak and four nights at Essex. For information and pricing contact Tim Tennant or Charles Schuetz at the National Railroad Museum, 2285 South Broadway, Green Bay, WI 54303-4832, 920/437-7623; *tstennant@nationalrrmuseum.org*

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunlimitdtours com*) will sponsor the following events. Call or write for complete details.

September 7-19, Inside Passage, White Pass & Northern Wilderness includes cruising the Inside Passage, plus the Fall Northern Wilderness and White Pass Steam Spectacular listed below.

September 10-18, Fall Northern Wilderness RDC trip over BC Rail from Vancouver.

September 15-18, White Pass Steam Spectacular with chartered double-header on passenger, freight and mixed consists.

September 22-29, New England Fall Colors Rail Adventure in Massachusetts and New Hampshire with eight train rides.

September 27-28, Rio Grande Spectacular charter photo freight on the Cumbres & Toltec Scenic.

October 6-8, Wisconsin Fall Colors Rail Cruise on the Wisconsin & Southern from Waukesha to Prairie du Chien with E-units and dome cars.

NASHVILLE, TENNESSEE, September 8. Country Hoedown Excursion Train to Watertown, Tenn., sponsored by the Tennessee Central Railway Museum. 90-mile round-trip to street and craft festival. Fare $26, kids under 12 $15, first class $32, dome seating $50. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

TAMPA, FLORIDA, October 4-7. Atlantic Coast Line and Seaboard Air Line Railroads Historical Society Annual Meeting at the Best Western Hotel & Conference Center. Events include bus tours to the "Bone Valley" phosphate operations and the Ringling Brothers Circus Train maintenance facility, plus a ride on the Florida Gulf Coast Railway Museum's train. For complete information and registration forms contact the ACL&SALHS, P.O. Box 325, Valrico, FL 33595-0325; 813/684-7034; *jlosal@mindspring.com; www.aclsal.org.*

NASHVILLE, TENNESSEE, October 6 and 13. Excursions to Watertown, Tenn., sponsored by the Tennessee Central Railway Museum. October 6th trip features train robbery and a visit to Watertown Railway Days events. October 13 features live music in Watertown, plus fall foliage. Fare $28, kids under 12 $15, first class $35, dome seating $55. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

ORRVILLE, OHIO, October 13. Medina Loop Express fall foliage circle trip sponsored by the Orrville Railroad Heritage Society. Outbound trip operates via Brewster, Canton, Hartville, Mogadore and Akron. Layover in Medina for sightseeing, lunch and shopping. Return trip via Spencer. Fare $55 adults, $45 kids under 12, first class $110. Tickets available from ORHS, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm); *www.orrvillerailroad.com.*

NASHVILLE, TENNESSEE, October 27. Fall Foliage Excursion Train to Cookeville, Tenn., sponsored by the Tennessee Central Railway Museum. Train will travel through the Caney Fork River Valley, past the bluffs at Sebowisha and ascend Silver Point Hill. Fare $48, kids under 12 $24, first class $65, dome seating sold out. Tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

CHICAGO, ILLINOIS, November 4-13. Special ARM/TRAIN Convention private car roundtrip to Salisbury, N.C. behind the *Capitol Limited* and *Carolinian* with private cars *Lac Vieux Desert, Palm Beach* and *Cimarron River.* Sleeping accomodations, meals, beverages and transfers in Salisbury included. For information and pricing contact Tim Tennant or Charles Schuetz at the National Railroad Museum, 2285 South Broadway, Green Bay, WI 54304-4832; 920/437-7623; *tstennant@nationalrailroadmuseum.org.*

DILLSBORO, NORTH CAROLINA, November 11. Photo special and steam excursion behind 2-8-0 No.1702 on the Great Smoky Mountains Railroad sponsored by the Yadkin Valley Chapter NRHS. Trip will cover the entire 53-mile length of the GMSR with photo runbys. Fare $85 adults, $45 children. Extra fare options available. For more information phone the GMSR at 800/872-4681.

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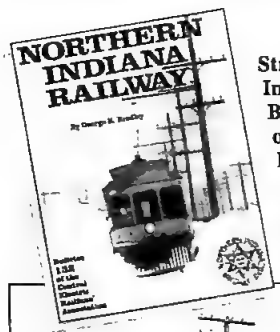
By George K. Bradley



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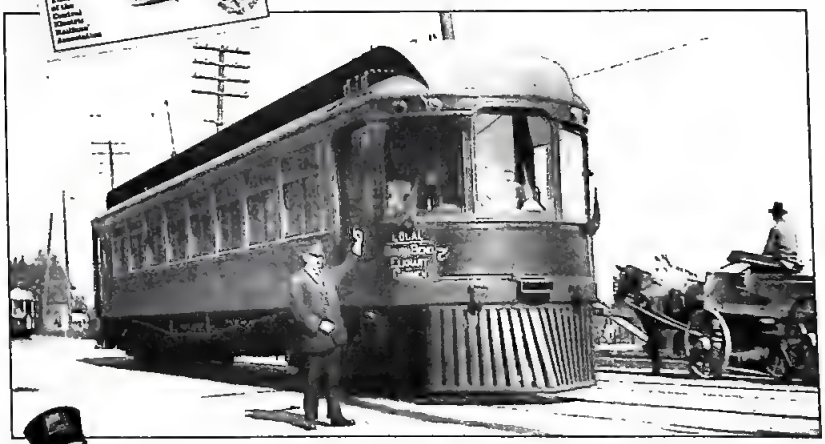

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The Engineer's Seat

Recollections on life in the cab

by THOMAS D. DRESSLER

Full Circle

I **HIRED ON** the Norfolk & Western in early 1970 as a fireman and, after a few trips, I was given a rundown of which engineers were "good" — in other words, which guys would really teach a new hire what the job was all about, how to handle a train and teach the intricacies and little tricks. I was also told which guys to watch carefully and *not* learn from. The Columbus District of the Norfolk & Western had several really super-great engineers and, of course, some "duds." I won't list them all (on either side of the coin), but one gentleman was uncommonly good; in fact, he was exemplary.

That man was Walter F. Sullens. I knew him in passing from when I was president of our son's grade school PTA. Walt's sons attended the same school, and we didn't see much of him at school events because of his work hours, as I would find out in a few short years. Soon, I lost my job in the local steel mill and hired on the N&W, where Walt Sullens became one of my heroes.

Walt was an impeccable dresser, and his shoes always showed a shine to match a brand-new Class J 4-8-4. He could be on an engine for twelve hours and never get dirty — the rest of us would be filthy, but not Walt. He hired on the N&W during the late steam era and was quite familiar with most main line steam. He told me of his first paid trip as fireman, on a Class A 2-6-6-4 running light from Joyce Avenue to Watkins Yard in Columbus. Because of a signal malfunction, the 1200 ran through a New York Central freight on the diamond at Bannon Tower, and his A turned over on its right side. What a way to start a career!

If I really wanted to learn, I was told to get on Sullens' run, pay attention, and he would make you a darned good engineer. Being pretty far down the "senie" (seniority) list, for years I could not hold his run steadily. At 34, I was the "old man" of the new hires (most were in their early 20s). However, at every opportunity, I did my best to "shoot the list" (play the firemen's extra list) and get out with Walt. Each trip with him was a great learning experience.

Walt didn't let anyone, fireman or official, in the right-hand seat just to please them or to be a nice guy. You didn't touch the throttle until he felt you knew what you were doing. If you messed up and did something wrong he would tell you, in no uncertain terms. You knew you had been *told* — in a nice, constructive way. Looking back, it is quite clear you had learned from such experiences. Walt never held a grudge. Once he pointed out a mistake, it was forgotten — until you made another one!

Walt knew the mechanics of the job better than most, and was not the least bit bashful about showing an interested new man the best way to do things. He expected one to pay attention, do their part and stay awake. In return, he would teach you how the job was best performed. I have been retired for almost ten years, but I still recall many little tidbits of train handling he taught me. I never did reach his level of ability, but with his help I learned to hold my own with everything they threw at me.

One of the most important bits of advice Walt gave a new man was to keep in mind at all times where the caboose was and what it was doing. Was the slack in or out? Handle that caboose with care and caution, since the men in it could be hurt, and badly, if the slack ran in or out wildly. He said, "You know where the engines are. You're on them. But picture in your mind the exact location of the caboose and what it is doing."

He was a master of the little underhanded tricks of the trade which stretched company rules but which made things go more smoothly. One such trick was the proper (or improper, from the company's point of view) use of the air brake feed valve. On the N&W, we were instructed to keep the feed valve (the valve in the lead unit that set the air pressure in the train line, or brake pipe) of the air brake system set at 75 p.s.i. One afternoon, leaving the ready track at Portsmouth with a three-unit consist and heading down to the west end of the yard to get a heavy coal train, I was running as Walt came over and suggested I reduce the feed valve setting to 70 p.s.i. I did, asking why, and he said "I'll tell you later. Just leave it set at 70 pounds until I tell you differently. If an official shows up, run it back up to 75 without letting him see you!" Once the train was assembled and the initial terminal air brake test was made, just about the time we expected to get the highball from the car inspectors, Walt told me to run the feed valve back up to 75 pounds. I did, wondering why he had told me to make a reduction and then increase the pressure *after* the brake test.

After we left town and were motoring west, he told me that if the reduction was made when leaving the pit and pressure was increased after making the brake test, sticking brakes would very, very seldom be a problem. Following the brake test, the extra five pounds of air pressure would knock off (release) any brake(s) that had not fully released. I filed that one away and soon it became — although illegal by the rules — second nature. I'll have you know that I had very, very few stuck brakes on my trains. Of course, this could not be done on a relay train where the units were not changed, but it was a slick little trick that saved a lot of train delays and kept the "brakies" from having to walk many trains searching for sticking brakes.

Another trick Walt taught me was that on one of the few occasions when a train did have a sticking brake, increasing the train line air pressure by about five pounds would usually release it. One of the first times I ran for Walt, we were coming out of the Joyce Avenue terminal at Columbus one afternoon on time freight No.84. This train was made up at Joyce, picked up at Watkins Yard at the south edge of town, and headed east. Walt had run west to Columbus the evening before, and I was running east. We had eight units and 35 cars, including

eleven cars of grain on the very rear end leaving Watkins Yard. On my "walk-through" of the units before leaving the pit at Joyce, I put all eight units on line — our instructions from the yardmaster were to only have two units "on line" (under power) with the other six "off line" (idling). I wanted to make a good run, so the temptation was much too strong to resist *not* cutting in the other six units and using them for added power and speed.

As I approached the 50 m.p.h. curve at Lockbourne, Ohio, I eased the throttle down three notches for the tight curve. I didn't feel a bump, and assumed — wrongly — that the slack had not run in against the engines. As the units cleared the curve, I reached down and gave her all three notches and sat back, thinking I was doing a pretty danged good job running the train. *WHAM! BAM!* The air brakes went into emergency and we came to a screeching halt. I had given her too much throttle, and with the power of eight units rapidly loading up on only 35 cars, the slack was stretched out too quickly. With the heavy grain cars on the rear, it put too much pressure on the knuckles and I managed to snap one off four cars behind the engines. There was no doubt, as a wide gap appeared between the fourth and fifth cars.

The cleanly-broken knuckle was replaced and nothing was said. *No one*, from the head or rear end, made any snide remarks about my train handling, and since the delay was only about eight or nine minutes, we didn't even notify the dispatcher. After resuming our trip, the cab was quiet — for a while, at least. I was half afraid to look over to the fireman's side, as I knew what was coming — I was going to get a good talking-to sooner or later. I was looking ahead to the next time I was working with Walter — would he let me run? Probably not, after I had pulled such a stupid move.

After passing through Ashville, Walt came over to my side of the cab and asked, "Tom, how many units did you put on line?" Sheepishly I said, "All eight are on line." "Well holy s--t! No damned wonder you tore the train in two. You should know better than to give eight units all three notches at once!" And that was it. Not another word. Nothing else needed to be said. I had learned my lesson. And yes, I ran many more of Walt's trains. On our trips together, we got along very well, and each of us did his part to get the train over the road with as few delays as possible.

When the Norfolk Southern steam excursion program was in full blast, Walt and I both participated in a "round robin" interview conducted by Tim Hensley, N&W historian par excellence, and Frank Brown, vice president of the NS public relations department. The interview was conducted under the Logan Elm tree on the manicured grounds of the Portsmouth, Ohio, Scioto division headquarters. The film *Steam People* was being produced by Image & Sound Production of Lexington, Virginia. Mr. Hensley served as location and subject coordinator for the August 7, 1987, filming. Walter Sullens was included as he was a Scioto Division steam man, and yours truly was asked to attend, being familiar with diesel operations on the Scioto.

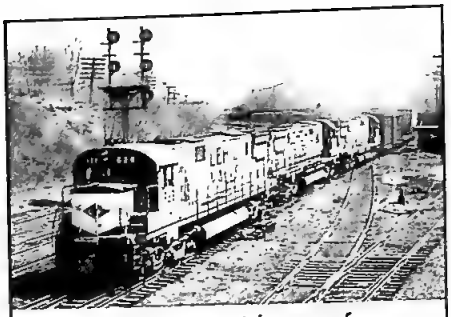
Later, on the interdivisional runs from Portsmouth, down on the banks of The Beautiful Ohio clear across the Buckeye State to Bellevue (200 miles) or Sandusky (222 miles) to the coal docks on Lake Erie, we made many runs together. These long runs were rough on an engineer, especially if he did not have a fireman. Walt and I were on an ID run for a spell and split the running half and half each way on each trip. We took turns, one running the "lower end" from Portsmouth to Columbus, while the other ran the "upper end" from Columbus to the northern terminus, and vice versa.

On this trip, we had been out all night on a heavy coal train to Sandusky and were both dead tired. Neither of us rested well at the crummy, stinking "hell-hole" bunkhouse at Bellevue where crews were incarcerated for their layovers. After a restless day at the "Bellevue Hilton," we were called for 10:00 p.m. on a nice relay 200 car emty train with three big six-axle units.

We boarded our units and were on the move less than an half hour after our reporting time. Walt ran on the upper end, and I was doing my very best to stay awake. I must admit, I dozed off once or twice. As we neared Columbus, I knew my time was fast approaching, so I got out of my seat, retrieved a sandwich from my grip, grabbed a Pepsi and made ready to drive the train on to Portsmouth. After we changed seats and were passing through Joyce Avenue, Walt said, "Tom, I thought you had died up the road, but when we came through Marion I heard you snoring, so I knew you were still alive." Smart a--ed engineer!

Down the Valley we motored, running like a top, getting up to 55 and 56 m.p.h. at times. All I saw were green signals. A couple of times I noticed Walt having the same trouble I had up the road — trying to keep from nodding off. As we rolled through Omega, I heard some strange sounds from the area of the fireman's seat — sounds which I thought might just possibly be a human being snoring lightly! Being my natural loverly self, I never said a word to the perpetrator. Yeah, sure. Certainly. I never said word. Like heck I didn't; not until we arrived at Portsmouth! Many other pleasant experiences were shared with this fine fellow, great times which I look back upon and relive with fondness. I never came close to handling the job as well as Walter.

Walt and I accepted job buyout offers from Norfolk Southern within six months of each other during the early 1990s. We saw each other all too infrequently after that. Last fall I was told he was extremely ill, and shortly after the first of this year Walt passed on to the "Great Bunkhouse" — oops — "Roundhouse in the Sky." At the funeral home, the General Chairman of the Brotherhood of Locomotive Engineers asked if I would say a few words during the funeral the next morning. I was a representative for the United Transportation Union, but we got along well with the BLE locally, and I was glad to have been asked. I had never done anything like that before, and was apprehensive of my abilities under the circumstances, but I felt compelled to speak, as I thought so much of Walter. I delivered an eulogy fitting the occasion on Monday, January 15, 2001. My last few words were, "We all hate to lose a loved one, but in Walt's case, God needed another engineer on Life's Railway to Heaven and he called Walt. All of us here know He got the best!"



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In Focus

News-feature

JAMES W. GUFFEY

***Four SW900s on the L&C Extra** switch the Archer Daniels Midland feed plant in Kershaw, North Carolina, on March 27, the third day of Lancaster & Chester's operation of the former Norfolk Southern SB line between Rock Hill, South Carolina, and Kershaw.*

The "Springmaid Line" Expands

IN LATE MARCH, Norfolk Southern began its latest route reduction program, leasing 31 miles of the SB line in North Carolina to the Lancaster & Chester Railway. The line extends from the south side of the Catawba River, south of Rock Hill, South Carolina, through Lancaster to the end of track at Kershaw. This is the first of a series of deals, most in the southeast, expected to

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reduce NS's 22,000-mile system by up to 4000 miles. The last NS run was on Friday, March 23, 2001. NS retained the line from Rock Hill to Catawba Junction, location of a large paper mill also served by CSX.

The line has two customers, Archer Daniels Midland in Kershaw, and Ameristeel, a railroad spike maker located north of Lancaster. NS provided service with two or three round trips each week using Rock Hill-based locals P69 and P70. Soybeans and soybean oil for ADM consitutes the bulk of the line's traffic, amounting to 30-40 cars a week. Most of the line is under a ten mile per hour limit, so NS often needed two days for a Rock Hill to Kershaw run, depending on how much switching was required at ADM.

The lease marks L&C's first expansion since its inception in 1896, and comes on the heels of significant business increases on its original line, including the new Circle S feed mill and the Thyssen steel mill. L&C is an independent short line with ties to textile manufacturer Springs Industries (hence the slogan, "The Springmaid Line") which has aggressively sought new business and expects to expand service on the former NS line. Possible customers on the SB line include an industrial park near Lancaster, a steel distributor near Pleasant Hill and traffic from ADM to Circle S that is currently handled by truck. L&C made its first run to Kershaw on Sunday, March 25th, pullling cars destined for Circle S.

Operating the former NS line, with grades approaching four percent, is a challenge for L&C's fleet of EMD switchers. L&C operates a weekday Lancaster-Chester turn, train No.16 westbound and 17 eastbound, plus an extra that switches industries at the East Chester wye and works east to Richburg and Circle S. Early on, the extra switched East Chester before working east to Kershaw, but crews were pushing the twelve-hour limit and the extra's duties will likely be changed until track speeds on the former NS are increased. L&C will continue to interchange with NS at Chester rather than at the north end of the SB line, where NS uses the main track for car storage.

The deal adds another chapter to the colorful history of the SB line, built by the Charleston, Cincinnati & Chicago Railroad (the 3-C) between 1887 and 1890. It once extended from Kingville, South Carolina, to Marion, North Carolina, a total of 208 miles. After the 3-C failed in 1893, the Ohio River & Charleston, a Clinchfield predecessor, took over. The line was eventually sold to raise money for Clinchfield's push through the Blue Ridge, becoming part of the Southern in 1902. Known as the "Peavine," the line survived intact on local traffic until the early '80s. NS has since abandoned five segments and operates three others from main line connections at Kingville, Rock Hill and Blacksburg, South Carolina. North of Blacksburg, a spacer car is used between locomotives to distribute the load on an old bridge.

In 1989 part of the line in Rutherford County, North Carolina, was sold for operation by the Thermal Belt Railway, but much of that was abandoned in 2000. North of Rock Hill, NS uses the line for car storage, seasonal propane shipments, and for occasional equipment moves to a nuclear power plant. The segment through Blackburg could be another sale candidate in Norfolk Southern's current belt-tightening program.

—JAMES W. GUFFEY

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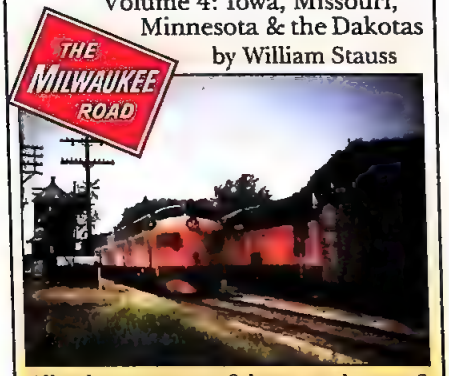

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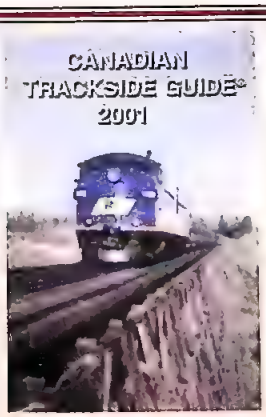

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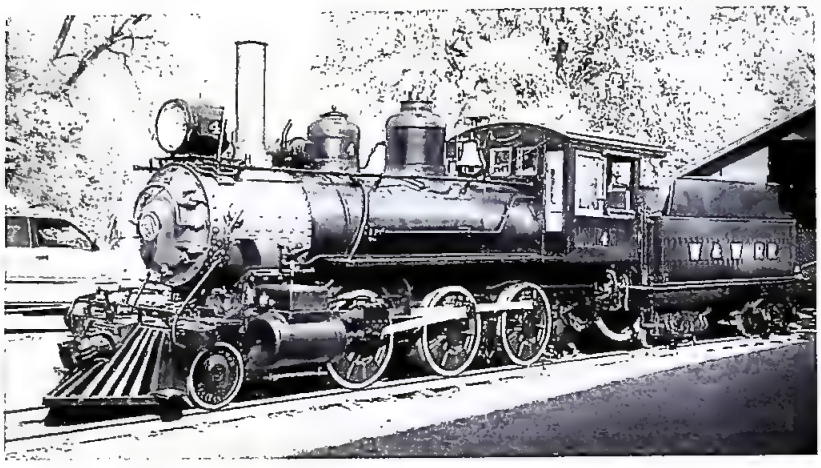

Waynesburg & Washington No. 4

The "Waynie" — the Waynesburg & Washington Railroad — was a three-foot gauge subsidiary of the Pennsylvania Railroad which operated 28 miles of track between its namesake cities in southwestern Pennsylvania. Today, only a few structures, bridges, and one steam locomotive, 2-6-0 No.4, have survived. The steamer, displayed at the Greene County Museum in Waynesburg, has recently been cosmetically restorated by the Waynesburg & Washington Railroad Special Interest Group, whose members have invested over 200 volunteer hours to refurbish the Mogul. Their ultimate goal is to return the 2-6-0 to operating condition.

Alco manufactured No.4 at its Cooke Works in May 1916 to replace a similar W&W locomotive also numbered 4. It was one of six identical 2-6-0s used in both freight and passenger service. The W&W locomotives were numbered into the Pennsy's roster during March 1920 and No.4 became PRR No.9684 ("968x" was the Pennsy roster designation for narrow gauge locomotives) and received full PRR lettering. When No.9684 was retired in 1934, it was retained and stored at the Northumberland roundhouse along with the rest of the Pennsy historical collection.

Subsequently, the railroad returned the engine to Waynesburg for exhibit. Bestowed with its original number and W&W lettering, the 2-6-0 was displayed outdoors at the Greene County Fairgrounds in 1959. By 1974, though, it was in rough shape and was moved to the Green County Historical Societies' museum for safe keeping. There, in the fall of 1977, a small group of volunteers undertook the restoration of the little 2-6-0 to operating condition. This feat was accomplished in 1978, when the Mogul steamed for the first time on a short stretch of track laid on museum property. Following its debut in 1978, No.4 ran annually during the museum's Fall Harvest Festival, delighting thousands of guests and attracting many railfan and narrow gauge buffs. However, by the mid-1980s No.4's benefactors had moved on, and it was once again retired and stored in the museum's one-stall enginehouse.

By the mid 1990s it seemed no one was interested in No.4 any more. Sitting inside the makeshift enginehouse, paint faded and peeled, metal rusted, and the 2-6-0 started to look shabby. Worse yet, the headlight, bell, and number plate had been removed, giving the engine a somewhat naked appearance. Only during the Fall Harvest was the 2-6-0 pulled out of the shed for public viewing. Concerned fans began to rally around the locomotive. Something needed to be done.

Enter Jim Weinschenker, who in 2000 started a project to cosmetically restore the little Mogul. Last summer Weinschenker and his volunteers scraped, sanded, and cleaned No.4 of rust, soot and debris before applying a fresh coat of gloss black paint. The cab windows were replaced with glass supplied by Waynesburg Glass & Mirror, and the bell, headlight, and smokebox number plate were refurbished and reinstalled. During work sessions, the engine was moved outside the cramped enginehouse with the help of Wade's Towing. Finally, the loco-motive was lettered as it appeared when delivered in 1916. It is interesting to note that No.4 — even though it was owned by the "Standard Railroad of the World" — was never equipped with air brakes, just the Eames vacuum brake, which can be identified by the vacuum ejector muffler on the cab roof.

The group's ultimate goal is to return No.4 to steam, and they are working to get a State of Pennsylvania boiler certificate. The restoration is a tremendous undertaking, and requires large amounts of funding and labor. Donations are being accepted by the Greene County Historical Society, the 501(c)3 organization sponsoring the project. You may send donations to: Locomotive No.4 Restoration, Jim Weinschenker, 775 Race Street, Waynesburg PA 15370 (checks should be made out to the Greene County Historical Society). You can also contact Mr. Weinschenker at *WandWRR@alltel.net*.

D&RGW No. 315

The Durango Railroad Historical Society announced in March that they are restoring Durango's long-neglected narrow gauge 2-8-0, former Denver & Rio Grande Western No.315. This class C-18 Consolidation, built by Baldwin in July 1895, has been displayed at Durango since 1950 and is the only steam locomotive in town not owned by the Durango & Silverton. No.315 was originally Florence & Cripple Creek No.3, the *Elkton,* and in 1917 was acquired by the Denver & Rio Grande and became D&RG 425. After the D&RG merged with the Rio Grande Western in the early 1920s, No.425 was given its present number, 315, and worked out the remainder its life around Gunnison, Montrose, Ouray and Salida, Colorado.

In the late 1940s No.315 was assigned to the Durango yard as a switcher, along with No.319. When larger power became available, both C-18s were retired on October 13, 1949, and No.315 was donated to Durango for display. No.319 was destroyed in a staged head-on collision on the Silverton Branch during the filming of the movie *Denver & Rio Grande*. Another C-18, No.318, survived the collision and is being restored at the Colorado Railroad Museum.

No.315 was first placed on display in September 1950, and just five years later the 2-8-0 was borrowed to appear in the movie *Around the World in 80 Days*. Due to mechanical problems (reportedly a cracked or broken cylinder) No.315 was not under steam during the filming, but was pushed around with a motorized box car with smoke blowing out the stack to make it appear "live." Shortly after the movie wrapped, the Consolidation was returned to the park wearing the gaudy paint job, large diamond stack, box headlight, and phony cowcatcher from the filming. When Durango officials complained to the movie producers, the engine was repainted into a more authentic D&RGW scheme, but the fake stack and headlight remain to this day.

Over the past five decades No.315 has deteriorated badly, and was in such rough shape by 1997 that members of the San Juan Large Scalers club asked the city about painting and caring for the engine to honor a member who had recently passed away. Since then, the organization has refurbished the 2-8-0 to its circa-1930 appearance and repaired its rotted pilot beam and cowcatcher. They wish to take the restoration a step further, and have reorganized as the Durango Railroad Historical Society, hoping to return the engine to steam for use on the Durango & Silverton during special events, such as the railroad's annual Railfest held every August. The City of Durango, which owns the locomotive, has given their blessing for the project and pledged to help with funding for cosmetic repairs.

The first task is to perform a thorough boiler inspection costing between $6000 and $8000 which will be done at the Durango & Silverton roundhouse. After the inspection, the decision will be made to restore the engine for operation, or just cosmetically. Odds are if the 106-year-old boiler is in good shape, a full restoration will be done. Funding is a major concern, and DRHS Director Lynn Daugherty recently wrote in a letter to the Slimrails email group that, "If it looks reasonable that she [315] can be put into operating condition but the funds aren't available, we'll do the cosmetic restoration with that goal in mind, such as adding a working air pump, etc." Costs to put the C-18 back in running order are estimated to be between $150,000 and $500,000.

Memberships in the Durango Railroad Historical Society are available, and currently membership dues are the group's chief fund-raiser. Regular memberships start at $25 and go up from there. For more information contact the Durango Railroad Historical Society, Attn: Fred Folk, Vice President; P.O. Box 543, Bayfield, CO 81122.

Southern Pacific No. 18

In the tiny town of Independence, California, a non-profit group known as the Carson & Colorado Railway, Inc., is working to get former Southern Pacific narrow-gauge 4-6-0 No.18 up and running again. The 1911 Baldwin Ten-Wheeler first worked for the Nevada-California-Oregon Railway before coming to Southern Pacific's former Carson & Colorado three-foot gauge lines in 1928. It last saw service between Keeler and Laws in 1954, and was donated to the City of Independence for display in 1955. No.18 burns oil and has a whaleback tender, and is the only narrow gauge SP steamer with Walschaerts valve gear.

Currently, No.18 is being worked on outdoors at its display site in Dehy Park. The group has repaired the firebox, installed new fire brick, replaced several boiler tubes and repaired the smokebox door. Inside the cab, the gauges have been overhauled, the water glass has been replaced, and the safety valves have been reset. Also, No.18's tender has been cleaned inside and out, and both the locomotive and tender have been repainted and relettered.

The initial hydrostatic test looked promising. On January. 25, 2001, the 4-6-0 was test fired at 45 p.s.i. and No.18's whistle was blown for the first time in 47 years to honor the late Myron Alexander, founder and first president of the group. The engine performed well during the test, but there is still quite a bit of work to be done before the 4-6-0 can return to service.

The Carson & Colorado Railway, Inc., hopes to obtain enough equipment to build an operating tourist railroad between Independence and Owenyo along the original C&C right-of-way. They have acquired a former D&RGW stock car from Knott's Berry Farm (long ago converted by Knott's into an open air tourist car), 150 lengths of rail, 12,000 used ties and four switches and stands. Several members have acquired a Plymouth gasoline switcher which is located temporarily at the Laws Railroad Museum in Bishop, California, where another SP narrow-gauge Ten-Wheeler, No. 9, is on display.

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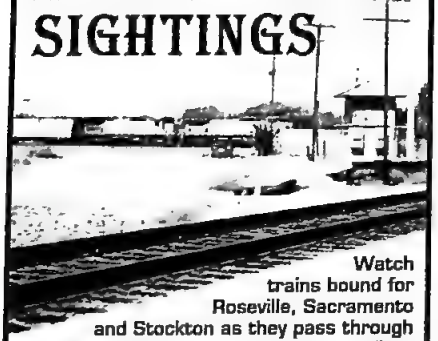

Watch trains bound for Roseville, Sacramento and Stockton as they pass through the wye surrounding the tower at Elvas Junction, where the former SP Cal-P and Fresno Main Lines join. Tower operators controlled post merger UP (SP) and Amtrak consists in December, 1997, before the tower was closed. Trains operating under the new signal system are also seen in action in August, 2000.
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Fans who enjoyed the recent R&R article on railroading in Tacoma, a port city at the southern end of Puget Sound, might like to see those images come alive via this tape. Where timber once was the main enterprise, the mainstay today is containers, and they are unloaded from the ships almost as fast as shell casings fly out of a Gatling gun. The main lines hauling this traffic are the BNSF and UP. Amtrak runs both the new Talgo trains as well as the Coast Starlight, and we get plenty of chances to see the Talgo equipment as well as a few runbys of the Sounder double-decker commuter consists. The local regional, Tacoma Rail, in an attractive red livery, has been in operation for decades under various names, and today connects an industrial park to the port.

The producer provides a paper map highlighting the railroad lines and the location of each shot. The material, all shot in July 2000, is organized as a tour along the BNSF (ex-NP) main, first showing all southbounds, and then all northbounds. We start in the eastern part of the city at several nondescript grade crossings, then follow the shoreline up around the Tacoma Narrows and south to more rural Steilacom. About halfway, the UP main joins the BNSF line. We then reverse our tour and wind up back at the starting point. Along the way we see numerous BNSF freights, a few UP stack trains, ample runbys of the passenger trains (including at the station), and yard and switching operations. Tacoma Rail is covered quite in depth along its entire route, and switching activity is also presented. Motive power in the tape ranges from the heaviest new diesels, to the Talgo iron, to Tacoma Rails older switchers and Geeps.

Visually, this runby-oriented tape varies from quite good to so-so in terms of composition and camera technique. Some shots I would consider marginal (angles that don't work, obstructions, long telephoto views), and the editing could be tightened up. At other times, the images are quite pleasant and definitely give a feel for the water that surrounds the city on two sides. It was quite nice to have sufficient time devoted to coverage of Tacoma Rail, certainly the most unique content of the tape. This production covers in depth an area that many of us have not seen. If you are planning a visit to the SeaTac area, viewing this tape will certainly give you a heads-up on what to expect and where to go. Short line fans will appreciate the Tacoma Rail footage. — *TOM KELCEC*

Trolleys of New England, Volume 2 Southern New England

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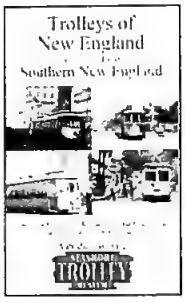

The fine folks in Kennebunkport have produced another survey tape covering almost a dozen trolley operations located in Connecticut, Massachusetts, and Rhode Island. Shot mostly in the mid to late 1930s, most of this tape is black and white, ranging from some excellent 16mm films to almost unviewable 8mm. The now-and-then color footage can be quite good. The images provide a good window into city and suburban life during those times. There also were railfan trips back in the '30s, which we ride and chase. Narration is limited, but quite complete, concentrating on the car pictured, its destination and route. There are two types of background music: that which seems to be a six-second, endless loop that almost drove this reviewer nuts, and another more pleasant selection. Images include many period automobiles (Hudsons, Plymouths, Fords, etc.). One interesting item — a number of the cars shown in the tape are still running at various museums. But I digress.

A lot of quality time is spent in New Haven watching the Connecticut Company ferry passengers to the Yale Bowl from the New Haven station in their open cars. We ride the cars, lead them via auto through rural areas, chase them, and see the car barn briefly. Moving on to Hartford in 1938, unique scenes include damage after the that year's hurricane, as well as a Mack truck pulling a tank car along the right of way towards the Pratt & Whitney plant (electric freight motors were unavailable). The Worcester Street Railway (controlled by the New Haven) gets a lot of screen time, and here, the highlights include bringing some really old equipment out of the barn for the fans, seeing the snow sweeper in action and seeing glimpses of trackwork in city streets. Also in Worcester, the Pullman-Standard Car Manufacturing Plant test track is seen, with an 0-4-0 switching new trolleys. Other lines covered, some only with short clips, are: Connecticut Railway & Lighting Company, Springfield Street Railway, American Car Sprinkler Company, Grafton & Upton, MTA in Boston, United Electric (Providence, R.I.) and a few more. The tape ends with present-day scenes at the Seashore museum, and the cars currently look better than new. This eclectic collection of images varies from "oh, wow" to "oh, brother," but it should entertain historians of many persuasions. — *TOM KELCEC*

Railroadiana

New product news and reviews

BRIEFS

In Mike DelVecchio's tribute to O. Winston Link in the May issue, the wrong address was listed for O. Winston Link Productions. The correct address is: Joan Thomas, O. Winston Link Productions, 4920 Buckhorn Rd. S.W., Roanoke, VA 24014. We regret any inconvenience.

The Official 2001 Edition, Locomotive Rosters & News by James W. Kerr is now available. The pocket-size book enumerates the rosters of 750 railroads large and small, from Amtrak and Union Pacific to Aberdeen & Rockfish and the Yuma Valley Railway. The rosters list road numbers, number of units in the group, builder, model, horsepower and built or rebuilt date. Also listed are the reporting marks of all major railroads and leasing companies. A color section bound into the center of the book features builder's photos of current BNSF, KCS and UP General Electric units, and GM units built for CPR, Alaska, BNSF, CSX, TFM, and UP. Order from DPA-LTA Enterprises, Inc., P.O. Box 25, St. David's, ON, Canada L0S 1P0 or P.O. Box 26, Lewiston, NY 14092-8236; 877/768-1828.

Two new books for railfans traveling in Europe are available from the peripatetic George Drury. ***The Railfan Guide to Germany*** at 128 pages, and ***The Railfan Guide to Britain and Ireland*** at 160 pages, are small enough (6"×9") to pop easily into a camera bag or suitcase. The guidebooks are aimed at the railfan traveler who is more interested in stations and junctions than cathedrals and museums. Both books are quite readable, written in Drury's breezy, droll style, and leave little to question. Novices will find advice on coping with jet lag, airports, customs, language, food and local habits, including traffic laws. Hotels and accommodations are covered thoroughly. Capsule histories of the country and railroading therein give the visitor a point of reference. Major rail terminals, stations, junctions and routes are concisely explained in more than adequate detail, and the characteristics of the country's equipment and rolling stock are explained. Both books are priced at $17.95. Other books available are: *The Railfan Guide to Switzerland, The Railfan Guide to Austria, The Reluctant Railfan's Introduction to Europe* (all by Drury), and *Europe Beyond the Tunnel,* by Trevor Garrod. The Drury titles are $17.95 each, while the Garrod book is $12.95. Order from George H. Drury, 4139 McKinley Court, Milwaukee, WI 53208-2765; phone/fax 414/344-7747; email *geodrury@execpc.com*. No credit cards. Add $3.05 shipping for the first book and $1.05 for each additional book in the same order. Wisconsin residents add 5.6% sales tax.

The ***White Pass & Yukon Route Handbook,*** by third-generation WP&YR employee Carl E. Mulvihill, gives a mile-by-mile description of the route in facts, statistics and historic photographs of the past century of White Pass operations. Priced at $9.95 plus $5.95 shipping and handling, the book is available through the WP&YR Train Shoppe, 800/343-7373; 907/983-2022 or *gifts@whitepass.net*.

BOOK REVIEW

Starlight on the Rails

by Jeff Brouws and Ed Delvers, from Harry N. Abrams, Inc.; available at major bookstores and on-line sellers; 136 11⅜"×10⅝" pages, hard cover; $39.95.

"Brother, have you seen starlight on the rails?" So asked Thomas Wolfe (and, later, U. Utah Phillips). After going through this book, you'll know exactly why the night railroad scene holds such a mystique.

Starlight on the Rails is a stunning book that brings together some of the best night photography ever produced outside the work of O. Winston Link. Inside you'll find photo credits reading Richard Steinheimer, Ted Benson, Phil Hastings, Joel Jensen, Dick Dorn, Mel Patrick and many more (the line-up would make a "railfan hall-of-fame"). Done in black & white with a smattering of color, the photos are presented large and stunning (with a few smaller photos used as "clip art" on some pages) with plenty of "white space" to let each image stand on its own.

Let's get down to details. The introduction is written by the dean of railroad photographers, Richard Steinheimer, who gives an overview of night photography as well as the details behind his classic night shot of the West Side Lumber's Shay on a wooden trestle (presented on page 73 in the book). Surprisingly, the book's opening and closing chapters are not night photos in the strictest sense, but feature images taken in the hour or so just before and just after darkness. There are many outstanding Hastings images in these sections, with my favorite showing a crew leaning off a caboose to watch a passing Canadian National steam-powered train (page 128) — the fill-flash on the falling snow gives the image a surreal look.

The meat of the book, however, lies in photos taken after dark, and some of the best stuff here was taken by Mel Patrick. Mel has probably come closer to Link's work than anyone else in the post-Link era. The station at Niles, Michigan (page 55), the Newington, Virginia, post office (page 66) and the operator at Dyersburg, Tennessee (apge 80) all have a link-esque look to them. Other personal faves include the passngers huddled on the platform at Madison, Wisconsin, by John Gruber (page 44), Ed Delvers' study of a tank car under the constellation Orion (page 88) and Jeff Brouws' gnarly tree with Amtrak passing (apge 84). The night shots are broken down into four themes (chapters two through five), namely "Sentimental Journey" (scenes taken around stations), "Chasin' the Train" (lots of synchronized flash shots), "Night Moves" (scenes around yards) and "Around Midnight" (generally locomotives at rest).

If nothing else, this book (along with Ted Benson's *One Track Mind*) goes a long way towards proving that black & white is far from dead. Put this book right at the top of your "must-buy" list. — *S.B.*

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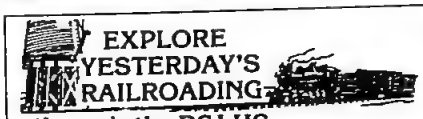
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Amtrak

***LAKE COUNTRY LIMITED* FLOPS:** The *Lake Country Limited* made its last daily run on March 30, 2001, but will continue to run Saturdays only through June. The Janesville, Wisconisin, to Chicago trains failed to attract the volume of Roadrailer traffic needed to support them, and anticipated General Motors traffic never materialized. At times the train handled over a dozen Roadrailers, but six to eight was more typical. — *CHARLES J. HERAVER*

VIA Rail

***OCEAN LIMITED* WRECK:** Part of westbound VIA train 15, the *Ocean*, was diverted onto a spur into a feed mill in Stewiacke, Nova Scotia, on April 12, 2001, after three boys were seen running from the scene. The third through twelfth cars derailed and several apparently were diverted into the spur, including the dining car *Wascona* which destroyed the feed mill and was bent in half. There were no fatalities. The RCMP has filed charges against a 13-year-old boy allegedly involved in the incident.

Arkansas & Missouri

FACILITIES PURCHASED: On Friday, March 16, 2001, the Arkansas & Missouri Railroad completed the purchase of its rail facilities from BNSF, in half the time originally envisioned. A&M has a five-year marketing agreement under which BNSF will set rates. The railroad plans to work closely with Union Pacific and Kansas City Southern to establish rates and to increase its overall traffic.

BNSF/NS

CHICAGO RUN-THROUGHS: BNSF and Norfolk Southern have initiated run-through coast-to-coast intermodal container service between California and the Northeast. Cities served on BNSF include Los Angeles, San Diego and San Bernardino, Califpmia, while Norfolk Southern terminals include Harrisburg, Bethlehem (Ameriport) and Morrisville, Pennsylvania; E-Rail, Dockside and Croxton, New Jersey.; Baltimore, Maryland, and Norfolk, Virginia. Container traffic is handled straight through Chicago on eastbound BNSF train Q-LACNYC1 on BNSF and NS train 20G. Westbound traffic moves on NS 21G and BNSF Q-NYCLAC1. In the past, individual containers were unloaded at each carrier's Chicago terminal and trucked across town to the connecting line. Now the entire train, including locomotives, is interchanged at Chicago, saving at least a day's transit time.

Canadian National

NEW INTERMODAL FACILITIES: Canadian National will build a state-of-the-art intermodal terminal at its Taschereau Yard west of Montreal. Scheduled for completion by the end of 2001, the project will permit CN to accommodate 30 per cent more intermodal traffic at its Montreal hub. CN's Montreal intermodal operations will move from Turcot Yard near downtown to Taschereau Yard, the railroad's primary Montreal classification yard. The project will allow the railroad to sell 210 acres adjacent to major highways at Turcot.

The new Montreal terminal is one of three major intermodal terminal projects under way at CN. The railroad recently announced a $40-million intermodal facility in Milton, Ontario, west of Toronto, and this fall will open a new intermodal terminal in Edmonton, Alberta. CN's intermodal volume last year increased by 13 per cent

Canadian Pacific

BIG *EXPRESSWAY* CONTRACT: On April 9th, Hudson's Bay Company and Canadian Pacific Railway announced a partnership for shipping truck trailers by rail to reduce traffic congestion and pollution on Canada Highway 401. Hudson's Bay will ship 16,000 trailers a year on CPR's *Expressway* intermodal service between Toronto and Montreal, removing about 60 trucks a day from Canada's busiest highway. CPR recently built an *Expressway* terminal near Hudson's Bay's eastern distribution center at Scarborough, Ontario, after the retailer approached the railway for help in reducing the number of trailers it moves on Highway 401. Four trains a day serve the Scarborough terminal, which opened in February. With an average transit time of seven hours between Montreal and Toronto on the railroad, Hudson's Bay continues its just-in-time deliveries while reducing costs. The Montreal-Toronto service is part of a larger partnership, in which the railway is Hudson's Bay's exclusive rail carrier between eastern and western Canada.

New England Central

MUDSLIDE: On April 12th, southbound New England Central freight 323 hit a mud slide caused by snow melt at Westminster, Vermont. The lead SD40 plowed through the slide, but the trailing units, SD40 5033 and GP38-2 3846, followed by 13 cars, derailed and slid down an embankment toward the Connecticut River, with the GP38-2 ending up in the water. Reportedly, both derailed units will be scrapped. The line was closed for a week as Amtrak service continued with bus service substituting between Springfield, Massachusetts, and White River Junction, Vermont.

Norfolk Southern

ENOLA YARD EXPANSION: Norfolk Southern will dramatically increase the capacity of Enola Yard near Harrisburg, Pennsylvania, allowing the railroad to streamline routings between certain origins and destinations and generally improve service in the region. Work started at the end of April and is expected to be finished in June.

Enola currently classifies up to 125 cars a day. Following the project's completion, the yard will be able to process 600 cars a day. Eight tracks in the westbound receiving yard and 22 in the westbound departure yard will be rehabilitated. The yard will continue to be flat switched, and NS expects to hire up to 15 yard crew members. Enola has not been used as a major classification facility since Conrail shut down the humps in 1993; NS does not plan to reactivate them at this time.

Southern Railroad of New Jersey

NEW TRACK, NEW PAINT SCHEME: On April 11th, Pleasantville, New Jersey, held a ceremony to thank the State of New Jersey and Atlantic County for providing a $7.7 million grant for urban improvements. Part of the grant was used to build SRNJ's Cambria Industrial Track serving A. E. Stone and Tri-County Building Supply of Pleasantville. To commemorate the occasion, the railroad repainted GP10 No.102 into a new blue, cream and gold paint scheme and named the unit the *City of Pleasantville* (page 28). — *FRANK POWELL*

Union Pacific

***LESS* POWERFUL DIESELS?** In late March, Union Pacific accepted the first of 60 5700-series General Electric AC4400CTE (Controlled *T*ractive *E*ffort) diesels. The new units will be used as distributed power helpers on merchandise trains, and are designed to automatically reduce tractive effort when used as pushers in DPU mode. The 145,000 pounds of tractive effort produced by a standard AC4400CW in slow-speed pusher service is not a problem on heavy coal or grain trains, but can cause merchandise trains, with their lighter cars and unevenly distributed loads, to derail, especially on curves. The 5700s will initially be deployed in the I-5 Corridor between Colton, California, and Portland, Oregon, to tame the grades and curvature of Cajon Pass, the Tehachapi line and the Cascade route while reducing transit times and improving train handling.

NEW BOXCAR UNIT TRAINS: Union Pacific is running a new boxcar "shuttle train" (QBRCI southbound and QCIBR northbound), giving shippers truck-competitive speed and delivery coupled with boxcar pricing between Portland (Brooklyn), Oregon, and Los Angeles (City of Industry), California. Speedlink, a Genesse & Wyoming subsidiary, provides load consolidation, pickup and delivery service at the endpoints, while the railroad handles the line haul. The new service can accommodate shipments as small as a single pallet and offers expedited third-day door-to-door delivery between terminals.

Initially, the trains will run twice a week using a dedicated 20-car consist. To avoid switching and provide sufficient capacity, the full consist will run regardless of car-loadings. More, longer trains will be operated as demand warrants. In the '50s, l.c.l. (less than carload) trains such as SP's *Overnight* and New York Central's *Pacemaker* provided similar services.

MIKE CONNOR

On March 20, 2001 Union Pacific's "Executive E's," which inspired UP's current reincarnation of the winged nose herald, led a new GE C60AC and two EMD SD70M's on a double-stack train past the former Omaha Union Station. The E9s were being ferried from Cheyenne, Wyoming, to Council Bluffs, Iowa to power an Engineering Department inspection train to southern California on March 22nd.

Commemorating Conrail

Conrail Shared Assets GP38 No.2943 was released from Pavonia Shop in a 25th Anniversary paint scheme on March 19, 2001. Named *Spirit of Conrail*, the unit was hit by a freight car in Morrisville, Pennsylvania, less than a week later, bending the frame. No.2943 was subsequently sent to Norfolk Southern's Juniata Shop for evaluation.

JAMES B. KERR

CASEY THOMASON

Georgia Amtrak Special

Amtrak hosted a special train from Atlanta to Savannah, Georgia, in conjunction with the Georgia Rail Passenger Authority and the National Convention of Black Mayors, to promote passage of the High Speed Rail Investment Act. On March 6th, the train ran from Atlanta to Macon. On March 7th, it went from Macon to Jesup, where it was turned over to CSX for the trip into Savannah. The consist was brand-new P42DC's 143 and 142 with three Superliner cars, which are seen here passing the old Atlanta Terminal Station site at Spring Street.

Railnews

This month's top stories and photos

Alaska Units to NRE

Former Alaska Railroad GP40-2s 3013, 3014 and 3015 were at Belt Railway of Chicago's Clearing Yard en route to National Railway Equipment at Dixmoor, Illinois, on March 1, 2001. The units will be rebuilt with head-end power for ARR passenger service.

DON KALKMAN

CARL PERELMAN

Rare Mexican Mileage

The *Mexican Rail Adventure*the train crosses a bridge on the former Ferrocarril Pacifico Sufragio District at Naranjo, Mexico, on the first day of an eight-day trip. Between April 1st and 8th, the train covered much of Ferromex's freight-only trackage. Two trains scheduled between Chihuahua and Los Mochis are the only known remaining long-distance passenger runs in Mexico.

New Paint on SRNJ

Southern Railroad of New Jersey has repainted GP10 No.102 (ex-CR 7550) into a new blue and cream with gold trim livery and named the unit *City of Pleasantville*. The unit is shown with privately-owned Lehigh Valley C420 No.414 at Winslow Junction, New Jersey, on April 14, 2001. See related story on **page 26.**

FRANK POWELL

STEVEN J. BROWN

New Talgos Tested

The Blue Talgo is the fifth Talgo train set delivered to the United States. It is intended to be used between Los Angeles and Las Vegas. The delay of the startup of Vegas service allows Amtrak to use the train for extra capacity in the Pacific Northwest. The Blue Talgo currently operates between Seattle, Washington, and Vancouver, British Columbia, as Amtrak trains 760 and 763. On April 11th, train 760 skirts the shore of Puget Sound at Edmonds, Washington, with snow-capped Mount Baker rising in the background .

DOUG HARROP

UP Beats the Lake

Union Pacific's battle to stabilize the Great Salt Lake fill at M.P. 748 is winding down (see January 2001 R&R). After six months of seven-days-a-week work, the fill has stopped sinking, the track dips little more than a foot, and the speed limit has been raised to 30 m.p.h. About 45,000 carloads of rock were dumped, at a cost of nearly $14 million.

FRANK POWELL

Amtrak to Atlantic City

On the eastbound leg of a rare Amtrak trip to Atlantic City, New Jersey, F40PH No.315 pushes train 942 across the Delair Bridge in North Philadelphia, Pennsylvania, on March 18th. The three-day, two-night excursion from Newport News, Virginia, to Atlantic City was sponsored by the Tropicana Casino and AAA. Amtrak suspended regular service to Atlantic City on April 1, 1995.

THE DIESEL LOCOMOTIVE developed and marketed by the American Locomotive Company commonly known as their model RS3 was an outgrowth of two earlier models, the RS1 and RS2 road switchers. First produced in 1950, the RS3 is a road switcher on two four-wheel trucks, with a rating of 1600 h.p. In contrast, the RS1s were rated at 1000 h.p. and the RS2s were rated at 1500 h.p. All of these locomotives could be constructed with an optional steam generator (boiler) in the short hood to furnish steam for heating passenger trains.

The New Haven had a fleet of 62 RS2 and RS3 units, which were used all over the system. RS2s Nos. 0500-0516, dieselized the Berkshire and Naugatuck Branches in western Connecticut in 1947 and 1948, and were replaced by RS3s in 1950. They proved their versatility on the Berkshire Branch between Danbury, Conn., and Pittsfield, Mass., handling all types of assignments.

The Berkshire Branch actually extended northward from Berkshire Junction, located on the Maybrook Line about three miles east of Danbury. The Berkshire was a single track line that followed the Still River to its junction with the Housatonic River, and then continued north through the Housatonic valley to Pittsfield. Through the 1950s, four daily passenger trains operated on the line, with additional passenger service on the weekends to accommodate New Yorkers traveling to their country homes. One heavy freight train (RI-2 northbound and IR-1 southbound) made a round trip each night with interchange traffic for the New York Central's Boston & Albany Division, and several local freight trains served customers along the branch six days a week. The line never had a signal system, being dispatched under manual block system rules.

One reason the Berkshire was important to the New Haven's freight operations was its relatively good clearances — high-and-wide loads could be routed over the Berkshire without concern about the load striking low overhead bridges or the catenary system along the main line between New Haven and New York or between South Norwalk and Danbury. Frequent loads on the Berkshire were huge transformers built by General Electric in their factory in Pittsfield, moving on depressed center flat cars with destinations all over the country. From Danbury, these loads were moved west over the Maybrook Line to connecting carriers.

Prior to December 1947, passenger runs

PHOTOGRAPHY: H.F. CAVANAUGH

Alcomotive for All Seasons

Alco's RS3 on the New Haven Berkshire Branch

by H F Cavanaugh

on the Berkshire were handled by light Pacifics in the 1300 series (New Haven class I-2); heavy freight trains were handled by the New Haven's heaviest power, the 3200 series class L-1 Santa Fes, or the light class R-1b Mountains in the 3300 series; and local freights or work trains were handled by class K-1 Moguls. When the first group of RS2s was delivered, with all units having steam generators, steam locomotives on the Berkshire were replaced practically overnight.

Typical assignments for the new diesels might have unit 0500 handling the round trip passenger run between Danbury and Pittsfield one day; the next day the unit would handle the local freight (referred to as the "milk train") between Danbury and Canaan and return, and that night the unit would be coupled with two others in multiple, handling heavy freight RI-2 (popularly known as the "Night Freight") up the Berkshire from Danbury to State Line, Massachusetts, with the interchange cars for the Boston & Albany. At State Line, the three-unit consist would be broken up, with two single units working the No.1 and No. 2 switchers that covered the local work from State Line to the connection with the Berkshire main line at Rising, then on the main line to Great Barrington and Pittsfield. After the units returned to State Line at the end of the day, they were again combined to take IR-1 to Danbury.

All New Haven road switchers purchased prior to 1956 had the engineer's controls set up so that normally the units were operated long hood forward. On the Berkshire, a single unit on a passenger train could be turned at the end of the run in Danbury by running around the loop track encircling the yard (although the Danbury engine terminal did include a turntable in front of the roundhouse, where the units were maintained). At the other end of the line, a unit could be turned on the hand-operated "Armstrong" turntable at the Pittsfield roundhouse. A single unit on the local freight to Canaan could turn on the wye there. On the weekend passenger trains, where heavy patronage required two units to meet the schedule, the two Alcos would be coupled back-to-back, so it was a simple matter for the engineman to change the operating controls from one end of the locomotive consist to the other. On RI-2 between Danbury and State Line, with three units, a long hood always faced out from each end of the consist, which again allowed the engineer to simply change the operating controls from one end to the other end at State Line. However, there the locomotive consist of RI-2 was generally split up during the day and then reassembled to make that evening's IR-1's power.

There were exceptions to this policy. Train No.140 operated weekdays and Saturdays between Danbury and Pittsfield on a schedule that had the train arrive in Pittsfield around 12:30 p.m. The train normally had a baggage/express car, a Railway Post Office (RPO), and three coaches pulled by a single RS3 operating long hood forward. Generally there was time after arrival at Pittsfield to back out

OPPOSITE TOP: **On a Sunday afternoon in July, 1958, two RS3s slow a heavy weekend passenger train for the station stop at Cornwall Bridge, Connecticut. New Yorkers traveling between the city and their second homes in the Berkshires filled New Haven passenger trains on summer weekends until the late fifties.** OPPOSITE BOTTOM: **A pair of RS3s head west across the Berkshire Branch main on the former Central New England at Canaan, Connecticut. With Union Station restored, this is a popular photo spot on today's Housatonic Railroad.** ABOVE: **On a Sunday in June, 1961, RS3 No.536 sits, shut down, on the Armstrong turntable at Pittsfield, Massachusetts. By this time the RS3s had been relegated to freight service, replaced on passenger trains by the new EMD FL9s which eliminated the change to electric locomotives at Danbury, Connecticut. A pair of FL9s is spotted next to the roundhouse and, in the background,the train awaits its evening return to Grand Central.**

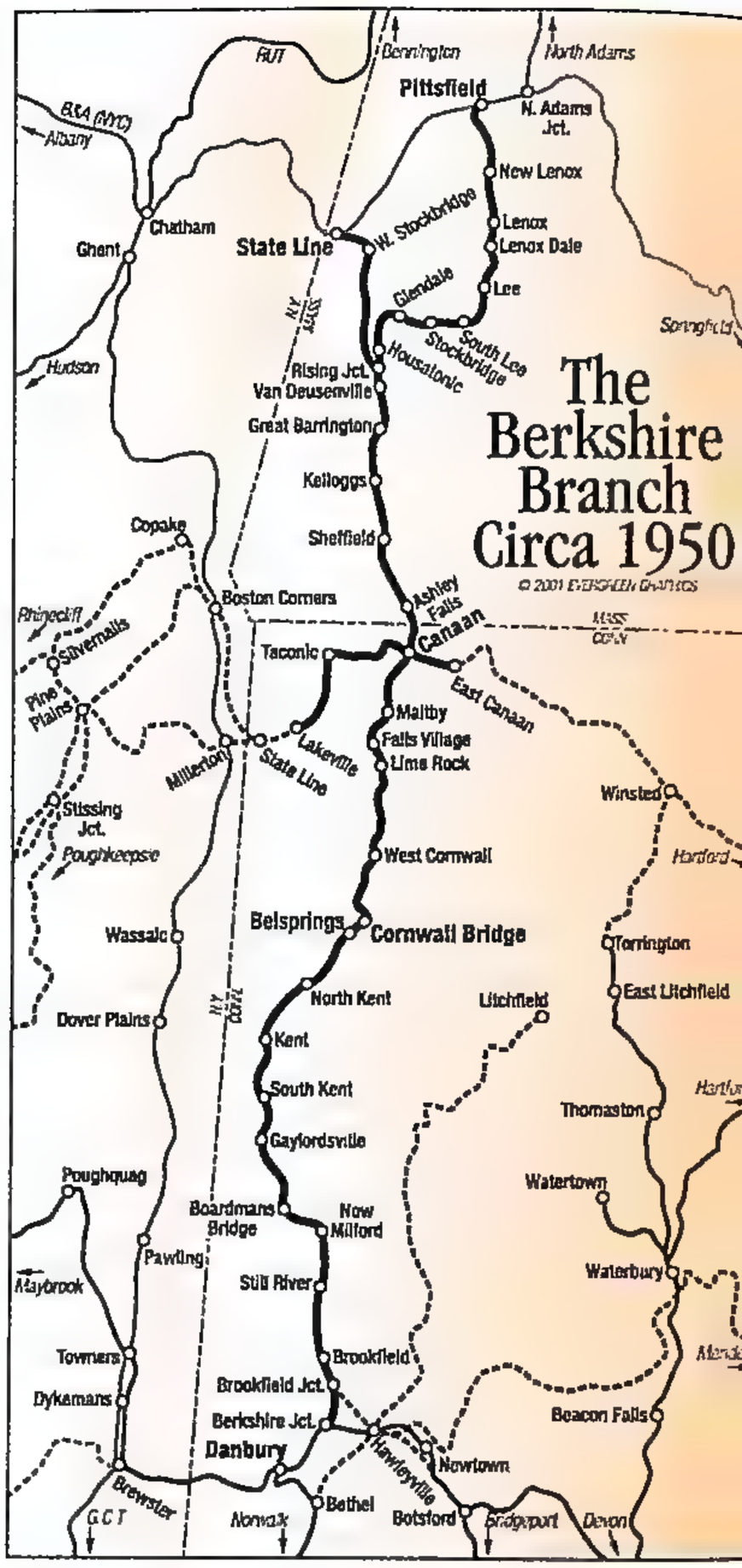
Alco's RS3 on the New Haven Berkshire Branch

of the station, switch the baggage car and RPO to the opposite end of the train, and turn the locomotive on the turntable before setting the train back into the station for the departure of No.143 back to Danbury at about 2:00 p.m. On occasion after arriving at Pittsfield, the train backed out of the station, the locomotive was run around it and pushed the train back into the station without doing any switching or turning the unit. Train 143 would then return to Danbury with the RS3 operating short hood forward and the baggage car and RPO at the trailing end of the train.

Although the Berkshire was operated almost exclusively by RS2s or RS3s for the ten years between the end of steam and 1959, occasionally other types of locomotives did appear. For example, for a short period in the early 1950s an RS1 was used in passenger service and on the Canaan Local freight train (NX-11). An RS1 did not have the versatility of an RS3, which could be used on passenger or freight trains in multiple unit service (and an RS1 had only two-thirds the horsepower of an RS3), so the experiment ended quickly. Another example is the use of an S1 switcher in work train service on the Berkshire in 1951, when a major tie and ballasting program was underway.

All through passenger trains on the Berkshire between New York City and Pittsfield required an engine change from diesel to electric (or vice versa) at Danbury. In 1957, the New Haven took delivery of 30 FL9 dual mode locomotives; the FL9 could operate as a diesel locomotive or take power from the New York Central's third rail to operate as an electric locomotive into and out of Grand Central Terminal. The original purpose for the purchase of FL9 units (GCT-Boston service) was extended to the Berkshire for the trains running between New York and Pittsfield. By eliminating the engine change at Danbury, this new operation also reduced the need to keep RS3s in Danbury to cover Berkshire passenger trains.

With the general decline in rail freight business on the New Haven, operating patterns changed on the Berkshire. In 1956, the operation of RI-2/IR-1 was changed to the daytime, with RI-2 scheduled to depart Danbury at 11:00 a.m. and follow Train 140 up the Berkshire as far as Rising. A single RS3 was assigned to Pittsfield to cover the north end switcher, NX-12. In 1960, State Line was closed and the New York Central interchange was changed to Pittsfield. Trains IR-1 and RI-2 were changed to QR-1 and RQ-2. In 1961, with fewer cars to interchange, and fewer industries and customers receiving cars, a daytime operation was implemented which involved a single train handling all cars for interchange and setouts/pickups at locations along the Berkshire. NX-13 operated as far north as Rising, which was where the branch to State Line left the main line of the Berkshire. At that point, the train interchanged its cars with NX-12 from



Pittsfield. Then NX-13 returned to Danbury, handling whatever setouts or pickups were required along the way. Eventually the turnaround point for the two freights was moved from Rising to Canaan as traffic declined. In the early 1960s, three RS3s were still required to handle the traffic on the through freight, but by 1966 only two units were needed.

RS3s continued to handle all the freight assignments on the Berkshire up until the merger of the New Haven Railroad into the Penn Central on January 1, 1969. By this time, passen-

Locomotive for All Seasons

Train 141 arrives in Danbury from Pittsfield behind an RS3 on a crisp morning in December, 1958. The train is heavy with holiday mail and express (ABOVE). In April, 1961, Danbury-Canaan local freight NX-11 holds the main for a meet with the southbound Budd car of Train 433 at West Cornwall, Conn., just west of Cornwall Bridge. RS3 538 was rebuilt by Alco in 1959 with an upgraded prime mover. Except for the rolling stock, this scene is almost unchanged today (BELOW). A pair of RS3s pull RI-2 off the Maybrook line and through the crossovers at Berkshire Junction to head north to Pittsfield. After the train is clear of the junction, it will pick up a cut of cars at Stearns Siding (OPPOSITE).

ger service was down-graded to Budd RDCs running between Pittsfield and Danbury, which connected to locomotive-hauled trains at Danbury for service to New York City. When Amtrak declined to operate passenger service to Pittsfield, service beyond Danbury was abandoned on April 30, 1971, the day before Amtrak took over the nation's rail passenger service. Penn Central's freight service on the branch also declined to the extent that the RS3s were finally replaced by a single new SW1500 to handle all service north of New Milford. Finally, in 1974 Penn Central abandoned the the Berkshire from the Nestle plant north of New Milford to the Becton Dickinson Plant south of Canaan. This was prompted by a washout south of Cornwall Bridge that Penn Central felt was not worth repairing.

Today, the former Berkshire Branch is operated by the Housatonic Railroad in its entirety, using former Conrail ex-PRR GP-35s. Interchange with CSX is handled at Pittsfield, and cars are hauled the length of the line to Danbury once more.

Averting a Disaster at Belsprings Siding

by H.F. Cavanaugh

PHOTOGRAPHY: H F. CAVANAUGH

Northbound Danbury-Canaan freight NX-13 holds the main at Belsprings siding near Cornwall Bridge, Connecticut, in March, 1961 as Pittsfield-Danbury train 433 heads in at the north switch.

IT WAS APPROXIMATELY 8:15 on a summer evening in the late 1950s when the telephone rang at the home of Mike Cavanaugh, the New Haven Railroad agent/operator at Cornwall Bridge, Connecticut. Mike's wife, Nellie, answered the phone, and an agitated voice stated that it was the agent/operator at New Milford calling and he needed to talk to Mike at once. Nellie said Mike was working outside in the garden, but she would call him to the phone.

Mike came in, picked up the phone and heard the voice say: "Mike, we may have trouble! No.144 has a meet at Belsprings with the Night Freight, and I forgot to give him the orders — 144 doesn't know the freight is there!" "Good Lord," Mike replied, "I could hear 144 coming up the valley when I came in to answer the phone. I'll drive up there and see what I can do."

Mike grabbed his car keys, tore out of the house and jumped into his automobile. As soon as the car started, he slammed it into gear and wildly accelerated onto U.S. Route 7, the two-lane highway heading toward the Cornwall Bridge station and the Belsprings passing siding. As he gunned the car up to 60 m.p.h. (15 m.p.h. over the speed limit), he thought of several scenarios that could either have the northbound passenger train and the southbound freight safely meet at Belsprings siding, or result in a major collision at the north switch, with possible death and injuries to crew and passengers.

IR-1 (the Night Freight) generally departed State Line about 7:00 p.m., with a train averaging about 50 cars pulled by three Alco RS3s. Train 144 generally had a consist of a single RS3, an RPO, a baggage car, and three to five coaches. No.144 was scheduled to arrive in Cornwall Bridge at 8:23 p.m. The trains could meet at Kent, Belsprings (about a quarter mile south of the Cornwall Bridge station) or Canaan. Block operators at Danbury, New Milford or Canaan would give the affected trains their meet orders, issued by the dispatcher, who established the meet location.

The track arrangement at Cornwall Bridge consisted of the single main track in front of the station. Approximately 100 feet south of the station platform, a switch diverged to the north end of the creamery siding/team track on the east side of the main. The south end of the creamery siding led directly into the north end of the Belsprings passing track. A crossover between the main line and the north end of Belsprings allowed southbound trains to enter the passing siding if freight cars were parked on the team track. The capacity of Belsprings siding was only 30 cars, so longer trains had to "saw by," or have the shorter northbound train stop once it cleared the south switch of the Belsprings siding and wait for the long southbound to pull its train through the siding and clear the north switch.

Just south of the crossover, the main line and passing siding went through a short cut and a curve to the right. The curve was long enough and the cut deep enough that enginemen on a northbound could not see if another train was occupying the main line or the crossover to the siding.

As Mike rushed towards Cornwall Bridge, he thought about several things that could avert a head-on collision. If the night freight arrived early, it may have pulled far enough into the siding that the crew on train 144 would see its headlight, realize they were meeting the night freight there (even though they had no orders for the meet) and start braking in time to stop short of the crossover at the north end of the siding. The passenger train would be starting to brake anyway for the station stop at Cornwall Bridge. The other possibility was the night freight was late and, if Mike reached Cornwall Bridge before 144 left, he could inform the crew and the train could back south, clear of the Belsprings switches.

Another possibility was that the crew on the night freight decided to clear the main line using the creamery siding instead of the crossover, which would provide another ten car lengths in which the northbound passenger train could be safely stopped.

The alternative, which Mike did not want to think about, was a collision between the two trains, either head-on if both trains were still on the main line, or a sideswipe if the freight had started to enter the siding.

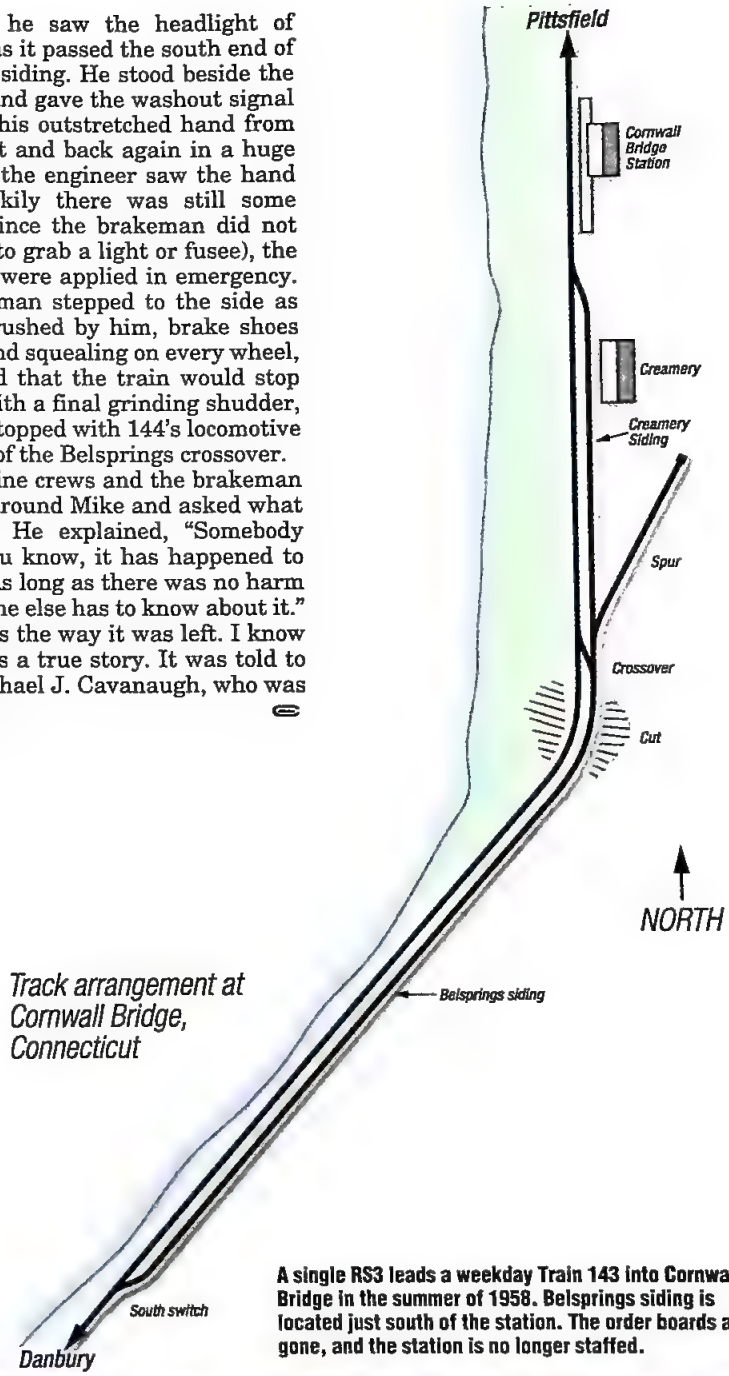
Mike prayed that he wouldn't get behind some slowpoke who would keep him from reaching Cornwall Bridge ahead of 144. Fortunately, there wasn't much traffic at that hour.

Mike veered off Route 7 and onto the road leading to the station at Cornwall Bridge and saw the three RS3s on the the night freight just coming to a stop at the north crossover switch. Mike swung off the road and stopped right opposite the lead locomotive. The head brakeman had just left the cab on the fireman's side and was walking forward to get down and throw the switches for the crossover.

Mike hollered at him "Quick! 144 is coming and he doesn't know you are here!" The brakeman reacted immediately, running to the front steps, practically jumping to the ground, and racing down the track towards the curve and the oncoming passenger train. Mike faced the cab and yelled to the fireman hanging out the window, "Back up before 144 hits you!" The engineer quickly reversed the units and attempted to back the train away from the impending danger.

As soon as the brakeman ran around the curve, he saw the headlight of Train 144 as it passed the south end of Belsprings siding. He stood beside the main line and gave the washout signal — waving his outstretched hand from left to right and back again in a huge arc. When the engineer saw the hand signal (luckily there was still some daylight, since the brakeman did not have time to grab a light or fusee), the air brakes were applied in emergency. The brakeman stepped to the side as the train rushed by him, brake shoes smoking and squealing on every wheel, and prayed that the train would stop in time. With a final grinding shudder, the train stopped with 144's locomotive just short of the Belsprings crossover.

The engine crews and the brakeman gathered around Mike and asked what happened. He explained, "Somebody goofed. You know, it has happened to all of us. As long as there was no harm done, no one else has to know about it." And that is the way it was left. I know that this is a true story. It was told to me by Michael J. Cavanaugh, who was my father.



Track arrangement at Cornwall Bridge, Connecticut

A single RS3 leads a weekday Train 143 into Cornwall Bridge in the summer of 1958. Belsprings siding is located just south of the station. The order boards are gone, and the station is no longer staffed.

The Alton & Southern

This Union Pacific subsidiary is a St. Louis terminal lifeline

by Randy Allard and Mark Mautner

RANDY ALLARD

WHEN the Aluminum Company of East St. Louis became dissatisfied with the service it was receiving from the Southern Railway in 1910, it built its own line to provide a second source of raw materials and coal. Thus was created the the Alton & Southern Railroad Company. The original line was built between the Southern Railway at the aluminum plant in Alorton and a new connection with the nearby St. Louis & Belleville Electric.

Soon, the decision was made to extend the line to provide more connections to haul bauxite to the plant from the south. The Denverside Connecting Railway Company was incorporated on November 23, 1910, to construct and operate a railroad from the Aluminum Company of East St. Louis plant to the Illinois Central at Valley Junction and the east bank of the Mississippi River at what today is the Fox Terminal.

The Denverside Connecting Railroad's charter permitted it to build only as far as a connection with the StL&BE, so further expansion required the creation of a third railroad. This third railroad, the Alton & Southern Railway (different fom the 1910 A&S Railroad Company), was incorporated on November 1, 1911, and was intended to run from the Mississippi River to interchange with the St. Louis & O'Fallon, a short line built at the suggestion of the city of St. Louis to provide an additional outlet for freight. The StL&O'F right of way paralleled the present Metrolink eastern extension at St. Clair Avenue.

The Aluminum Company management still had bigger plans; their small operation flourished, and they pushed ahead with more expansion. On August 1, 1913, the Alton & Southern Railroad was incorporated to take over the A&S Railroad Company, Denverside Connecting and A&S Railway and extend the railroad into Madison County. The next goal was to reach the Chicago, Peoria & St.Louis (later the Litchfield & Madison and Chicago & North Western), but the Pennsylvania Railroad stood in the way. After a two-year court battle, the Alton & Southern was allowed to build across the PRR at the location currently known as HN Cabin. Northward construction was stalled once again as World War I brought the railroads under federal control. During the war, the A&S used the engine facilities of the St. Louis Southwestern railroad at Valley Yard. Under federal control, the

A&S proved its usefulness as a belt line, and shippers were encouraged to route their traffic over the A&S. After the war, the railroad resumed its northward expansion. In 1924, A&S built two miles to the St. Louis, Springfield & Peoria (C&NW) railroad connection near today's Granite City Steel plant.

The A&S also leased the neighboring St. Louis & Ohio River short line, which gave the railroad its own engine facility. In 1925, the last four miles of the A&S were built to Mitchell, Illinois, and connections were established with the Wabash, Chicago & Eastern Illinois, Big Four and Chicago & Alton at what is now known as Lenox Tower. On November 3, 1925, the first cars were interchanged to the Wabash, completing Alton & Southern's northward expansion. The A&S carried on until World War II, when it was again placed under federal control and was an asset in moving wartime traffic and keeping the St. Louis terminal fluid.

In the early 1960s, the Aluminum Company, now Alcoa, planned to turn the A&S into a major terminal railroad, building a hump and expanding its Gateway Yard. By 1966, Alcoa put the railroad up for sale when it closed the East St. Louis plant. The St. Louis Southwestern (Cotton Belt) attempted to buy the A&S, but the ICC would not allow a single carrier to purchase it. In 1968, the Missouri Pacific and Chicago & North Western purchased the line jointly. With the change in ownership, the colors and herald reflected the line's new owners. The locomotive cabs were painted MoPac blue and the hoods C&NW yellow, while the herald was combination of the MoPac buzzsaw over the C&NW bar herald.

In 1972, the North Western was in financial trouble, and offered their half of the railroad for sale. The SSW bought C&NW's share, which allowed Cotton Belt crews to run directly to and from Gateway Yard. The Missouri Pacific portion remained unchanged until MP merged with Union Pacific in 1982. UP gained complete control of the railroad after absorbing Southern Pacific and Cotton Belt in 1996, but under UP ownership, the Alton & Southern is still an autonomous company with its own board of directors, legally separate from the Union Pacific.

Today's Alton & Southern Railroad is a vital transportation artery. Up to 48 trains a day originate or terminate in Gateway Yard, with an average of 2100 cars humped and over 3500 cars classified each day. Something is always moving, with ten crews working each of three shifts, moving a massive amount of traffic every day.

RANDY ALLARD

Railfanning the Alton & Southern

Railfanning the Alton & Southern is not difficult. The A&S dispatcher is on the radio almost constantly giving instructions to trains. The road frequency (160.770) is the busiest channel and handles all main line traffic. All foreign-road trains must call and get permission to enter or leave the A&S, and all trains call out stations and call for permission into and out of the two sections of line that are manual block controlled. Trains also must get permission through the interlockers at Lenox tower in Mitchell, Illinois, and HN cabin in Washington Park, Illinois. The dispatcher also advises trains how

OPPOSITE: **Alton & Southern's St. Louis Bum, with A&S 2001 and 2000 bracketing UP 1825, waits for Amtrak's northbound *Texas Eagle* with two P42-9s and an NPCU to pass at 23rd Street Yard in St. Louis.** TOP: **GP38-2 No.2001 models the A&S paint scheme, effectively combining design elements and colors of former owners Missouri Pacific and Chicago & North Western.** BELOW: **The North Short Job returns to Gateway Yard with an eclectic assortment of power including an A&S SW1500, a Conrail SD45-2 and a TRRA SW1500 after switching Metro East Industries.**

RANDY ALLARD

many other trains they will pass, and which direction they are going.

The heaviest concentration of traffic on the A&S is in between Gateway Yard and the CSX connection in Washington Park, but unfortunately this section is bordered by some of the roughest neighborhoods. Care should be taken when traveling in these areas; always be aware of your surroundings. The A&S crossing of the "Southern" (NS) as they still call it should be avoided altogether.

Let's take a look at the line starting from the Mississippi River. Fox Terminal, currently leased to American Milling, is the deepest barge slip without dredging on the river. Milepost 0 is located at the end of River Yard, east of Fox Terminal. The tracks run northeast across Illinois Route 3 and between Solutia (formerly Monsanto) Chemical and Cerro Copper. Beyond the plants the A&S connects with the Terminal Railroad Association of St. Louis, using TRRA trackage rights to Valley Junction in East St. Louis. M.P. 3 is actually in Gateway Yard itself and M.P. 4 is the east end of the yard.

After passing M.P. 4, the first point we encounter is Golden Dipt (the big gray building nearby formerly bore that name). The NS former Southern line to Louisville is next. It is often referred to as the Amtrak connection, as the *River Cities* used to diverge here to head to Centralia and Carbondale. Right after the Southern crossing is the lead to Metro East Industries, a Helm locomotive rebuild shop and then Missouri Avenue (Illinois Route 13) crosses the railroad on a bridge. At Lake Drive is a crossover, then State Street at M.P. 6. The line runs north from here to a small Illinois Power substation just before St. Clair

RANDY ALLARD

ABOVE: **A northbound Union Pacific train with a Wisconsin Central SD45 trailing heading out of Gateway toward Mitchell is about to pass under Kingshighway, with the Gateway Arch and the St. Louis skyline visible in the background on December 20, 1999.** BELOW: **A northbound A&S local for Mitchell Yard powered by four SW1500s and a UP MP15 passes M.P. 18 at Pontoon Road.**

MARK MAUTNER

East St. Louis and the Alton & Southern Railroad

A&S Radio Frequencies:
Channel 1: 160.770 (AAR 44) Road
Channel 2: 160 335 (AAR 15) Yard
Channel 3. 160.905 (AAR 53) North Hump
Channel 4: 161.445 (AAR 89) South Hump
Channel 5: 161.280 (AAR 78) Mobile
Channel 6: 161.175 (AAR 71) Car knockers
Channel 7: Private
Channel 8: 160.410 (AAR 20) Union Pacific

- *Alton & Southern*
- *Terminal Railroad Association*
- *A&S trackage rights on TRRA*
- *CSX*
- *Union Pacific*
- *Manufacturers*
- *Other railroads*
- *MetroLink*

Lenox Tower MP21
Mitchell Rd.
Mitchell Yard
MP20
Tank Rd.
MP19
Pontoon Rd.
MP18
Mockingbird
MP17
Edwardsville Rd.
AA Siding
MP16
Horse Shoe Lake
WR Tower
Granite City
MP15
A&S Crossing
Hoyt
Madison Ave.
Madison Yard
MP14
Double Track Jct.
MP12
MP13
SH
GC Cutoff Jct.
Bend Rd.
MP11
Collinsville Rd.
Madison Yard
CP Jct.
Long Siding
Merchant's Bridge
Southern Crossing
McKinley Bridge
Rose Lake Yard
MP10
HN Cabin
CSX (PRR)
CSX (B&O)
Brooklyn Yard
Forest Blvd.
MP9
Wiggins No.2 Yard
Bridge Jct.
Willows Tower
Veteran's Bridge
Hill Brick Crossovers
Bunkum Rd.
St. Louis Union Station
K Tower
G Tower
Busch Stadium
Eads Bridge
Wiggins No.5 Yard
MP7
MP8
Wayne Feeds
St. Clair Ave.
Hole-in-the-Wall
Power Plant
State St.
Missouri Ave.
Gratiot St. Tower
MP6
UP 23rd St. Yard
Southern Interlocking
Lake Drive Crossover
MacArthur Bridge
NS Yard
Valley Jct.
Engine Terminal
MP5
Lesperance Yard
Metro East Industries
Monsanto
Gateway Yard
Southern Crossing (A&S Jct.)
A&S Crossing
MP1
Cerro
MP2
MP3
MP4
GWWR/CN East St. Louis Yard
Bond Ave.
UP Valley Yard
MP0
River Yard
Fox Terminal
Mississippi Ave.
UP (MP) to Dupo Yard
CH RD
NS
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Avenue, referred to as the "power plant." Crews are often swapped here, and some coal trains are refueled there by truck. Just before the A&S reaches I-64, the Metrolink right of way passes overhead on the old L&N line, which was abandoned in the 1990s. The A&S then turns due east and parallels I-64. The Hill Brick crossovers and Wayne Feeds are located here at Kingshighway (Route 111). In mid-morning you can stand on the bridge and get a shot of a northbound with the St. Louis arch in the background.

The tracks continue east and take a hard left under I-64, turning north again. The first crossing is Bunkum Road, which is often heard on the radio. The tracks go about a mile and then cross Forest Boulevard, where A&S connects with both the CSX former B&O St. Louis line and the CSX former Conrail St. Louis line at HN cabin. The interlocking is owned by CSX and is also used as a yard office. Just past HN is the start of a manual block at M.P. 10 and the west end of the "long siding." The line continues into Fairmont City and crosses Collinsville Road (Route 40), then ducks under I-55/70. Curving to the west, the railroad crosses Illinois Route 111 and traverses part of Horseshoe Lake on a fill. The next landmark is Osterheide Road, a private drive that normally needs to be cut when trains stop at Route 111. The line becomes single track at Bend Road, known as Double Track Junction on the railroad. This is also the end of the first block at M.P. 13.6.

The tracks cut across another arm of Horseshoe Lake and then cross the abandoned NS (Nickel Plate) and the former C&NW Southern Illinois line (L&M), which is used by UP from their Madison Yard to the A&S interchange. The A&S curves around a tight ten m.p.h. bend behind Granite City Steel's blast furnaces. The next point is Edwardsville Road crossing, where interchange is made with UP's old C&NW line. At the switch is the start of the second manual block at M.P. 16.4. The siding here is called "AA" and it ends at Mockingbird Lane,

RANDY ALLARD

where the line cuts north again and passes the large Cargill Grain plant, which uses a critter for switching.

After Cargill, Pontoon Road is crossed and the block ends right after Tank Road at M.P. 19.1, where the Mitchell yard starts. Mitchell Yard is the normal terminating point for A&S crews who will park their trains for outbound NS or UP crews. Lenox Tower is visible from Mitchell Yard and, technically, the A&S runs another mile for interchange to the NS/UP/BNSF. Today, interchange is normally made in the yard. Union Pacific crews do run through onto the A&S and bring their trains right into Gateway Yard.

Jobs of the A&S

Transfers — Transfer jobs can run anywhere on the system and their start time denotes when they are called. The normal routine is for these jobs to pick up and deliver trains to various connections throughout the day, but transfers also can work on-line industries if needed. One transfer job goes to the Terminal Railroad's Madison Yard every day, which runs with a TRRA caboose. The motive power alternates between A&S and TRRA every three months. On arrival the crew leaves the power on the train and taxis back to its home terminal, which eliminates a return move with light power.

ABOVE: **En route to Gateway Yard, Union Pacific MPRAS (Proviso, Illinois to Alton & Southern) enters the A&S at Lenox Tower in Mitchell, Illinois on January 27, 2000.** BELOW: **Working its way to home rails, brand-new Kansas City Southern AC4400CW 2049 and a CSX GP40 lead CSX Q281 (Indianapolis, Indiana-A&S Gateway Yard) past Bunkum Road (M.P. 8) in Washington Park, Illinois.** OPPOSITE TOP: **Soo, CSX and UP SD's lead Union Pacific MCHAS (Chicago-Alton & Soutern Gateway Yard) along Horseshoe Lake at Mockingbird Lane in Pontoon Beach, Illinois.** OPPOSITE BOTTOM: **Norfolk Southern SD40-2 3258 takes an A&S transfer from the Union Pacific to Gateway Yard at the Lake Drive crossovers in Centerville, Illinois, near M.P. 6.**

St. Louis Bum — This job interchanges with Union Pacific at its 16th Street Yard in downtown St. Louis and returns, running via the MacArthur Bridge.

Hump Job — The A&S has a double hump at Gateway Yard, so normally trains are being humped at the same time by two crews.

Bull Ring Job — Keeps humped cars from rolling out the other end of the yard, and clears tracks as needed.

Trimmer — Classifies cars and does anything else the yardmaster needs at Gateway Yard.

Hostler Herder — Herds motive power at Gateway Yard and spots it where needed.

Monsanto/River Yard Job — Works Solutia and runs to Fox Terminal and works the port yard there.

North Short Job — Switches on-line industries, including Metro East Industries. This job can have just about anything on it.

TWO PHOTOS: MARK MAUTNER

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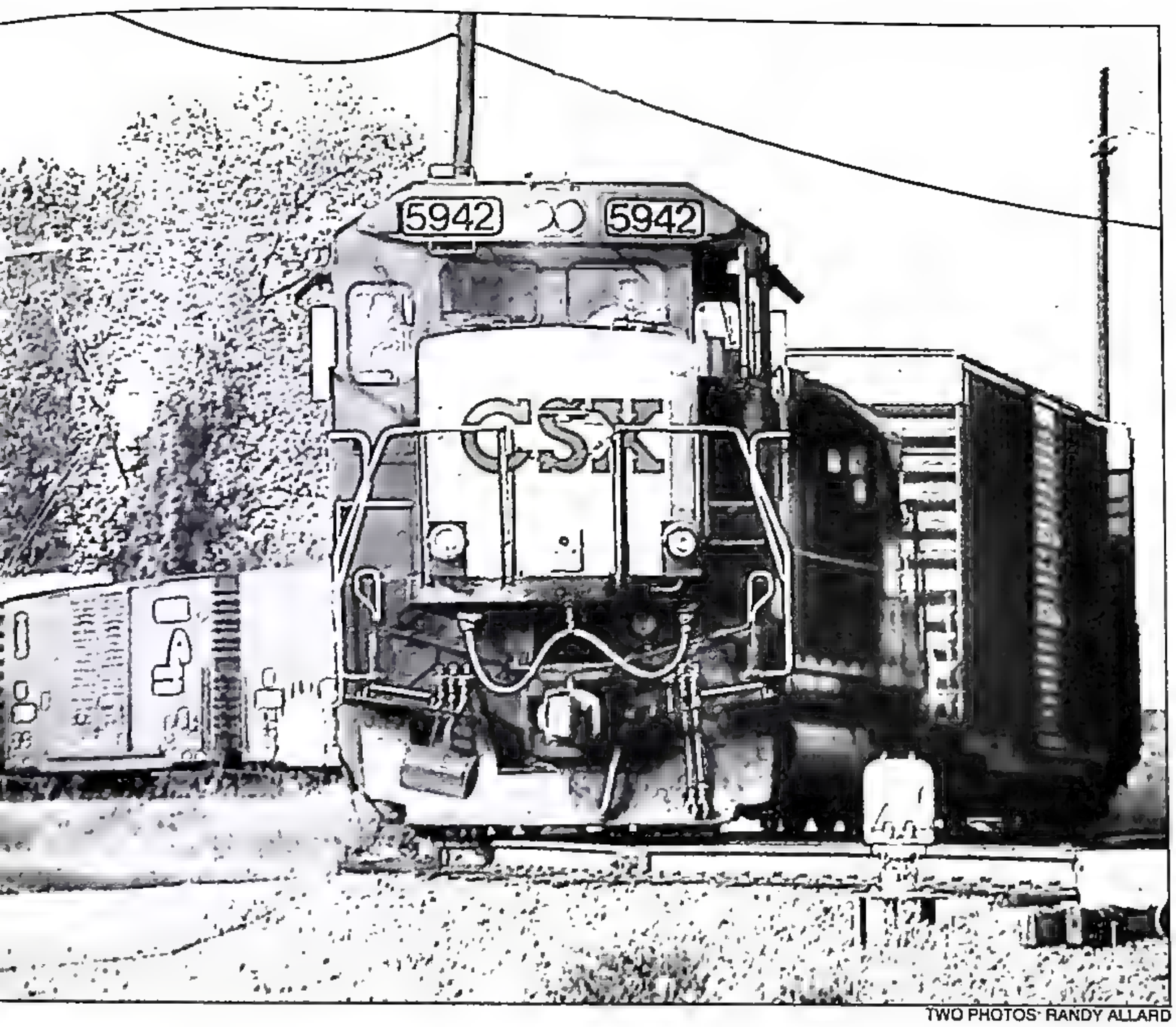


TWO PHOTOS: RANDY ALLARD

OPPOSITE TOP: **Fresh from rebuilding at Metro East Industries, RailLink GP9R 4000 and Helm Leasing GP38-3 No.3622 are breaking in on an Alton & Southern transfer job northbound near M.P. 9, Forest Boulevard, in Washington Park, Illinois in July, 1998.** OPPOSITE BOTTOM: **Still looking fresh, A&S ex-UP GP38-2s 2001 and 2000 head a coiled steel train in October 1994.** LEFT: **With CSX and SP power, Union Pacific MASYC threads its way around the hump, leaving Gateway Yard on January 27, 2000.** BELOW: **Behind less than pristine power, a Union Pacific director's special heads south under the King's Highway bridge on March 9, 2000 . The I-64 overpass is visible in the distance.**

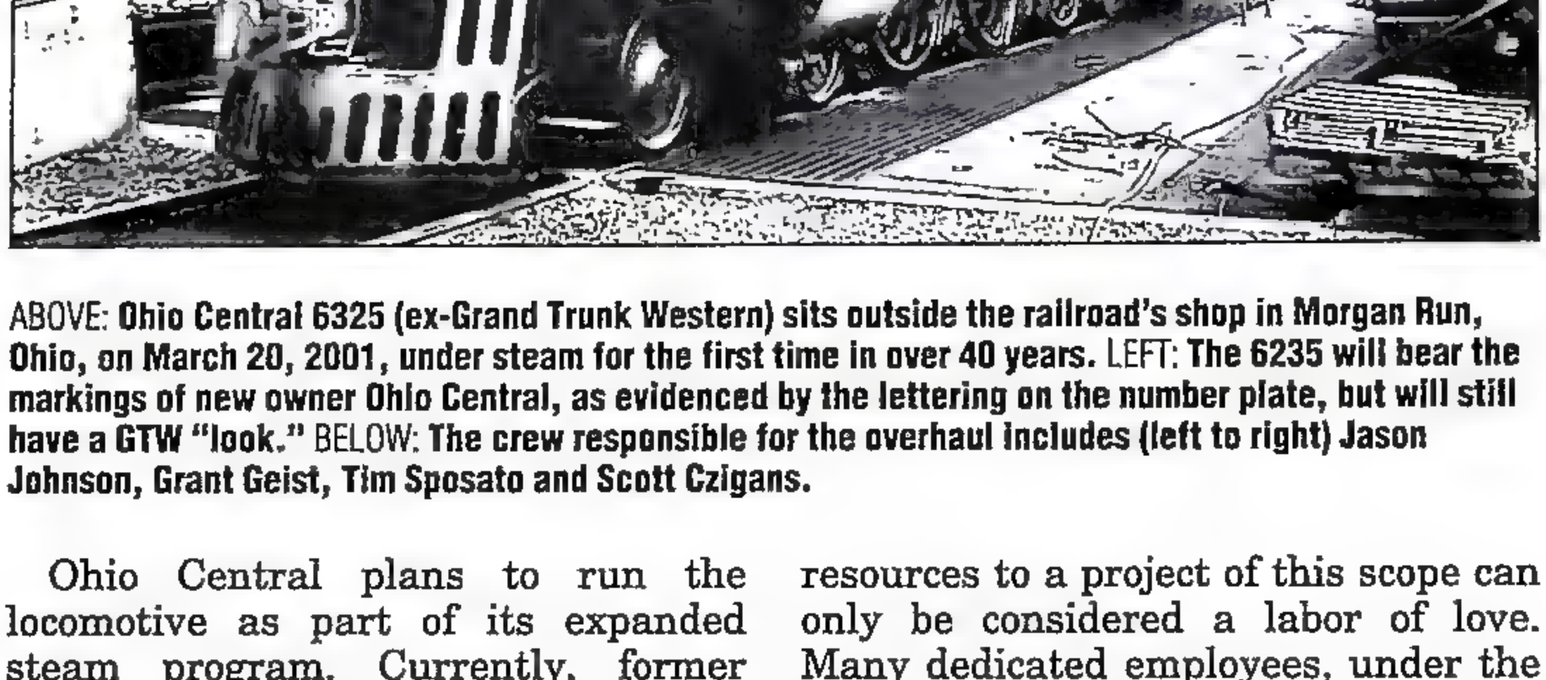
All Fired Up!

The Ohio Central's overhaul of GTW 6325 nears completion

by Mark Perri

ON MARCH 20, 2001, at the railroad's Morgan Run shops near Coshocton, Ohio, the Ohio Central Railroad fired up ex-Grand Trunk Western 4-8-4 No.6325, representing the culmination of almost two and a half years of work. The project will transform the 6325 from a static exhibit at a Battle Creek, Michigan, park to a completely rebuilt, operating locomotive that complies with and exceeds the FRA's new Steam Locomotive Regulations.

The work has been performed at Morgan Run by the railroad's steam crew, Tim Sposato, Jason Johnson, Grant Geist, Scott Czigans and a handful of volunteers. In addition, major work such as driver reprofiling, journal turning and polishing, and crankpin turning, polishing, and quartering, has been done with the help of TVRM crews in Chattanooga, Tennesee. Chief Mechanical Officer Tim Sposato elaborates "what we basically got was a 'kit' . . . and many parts had to be fabricated from scratch." For example, all new



ABOVE: **Ohio Central 6325 (ex-Grand Trunk Western) sits outside the railroad's shop in Morgan Run, Ohio, on March 20, 2001, under steam for the first time in over 40 years.** LEFT: **The 6235 will bear the markings of new owner Ohio Central, as evidenced by the lettering on the number plate, but will still have a GTW "look."** BELOW: **The crew responsible for the overhaul includes (left to right) Jason Johnson, Grant Geist, Tim Sposato and Scott Czigans.**

PHOTOGRAPHY: MARK PERRI

superheater tubes were installed.

Highlights of the rebuild include a complete firebox and boiler inspection, including interior descaling and painting, replacement of over 600 staybolt caps and sleeves, conversion to the 26L air brake system and the addition of a spare air compressor, all new driver springs and renewed spring and brake rigging, complete frame inspection and of course, new insulation and jacketing. The lead and trailing trucks were also rebuilt.

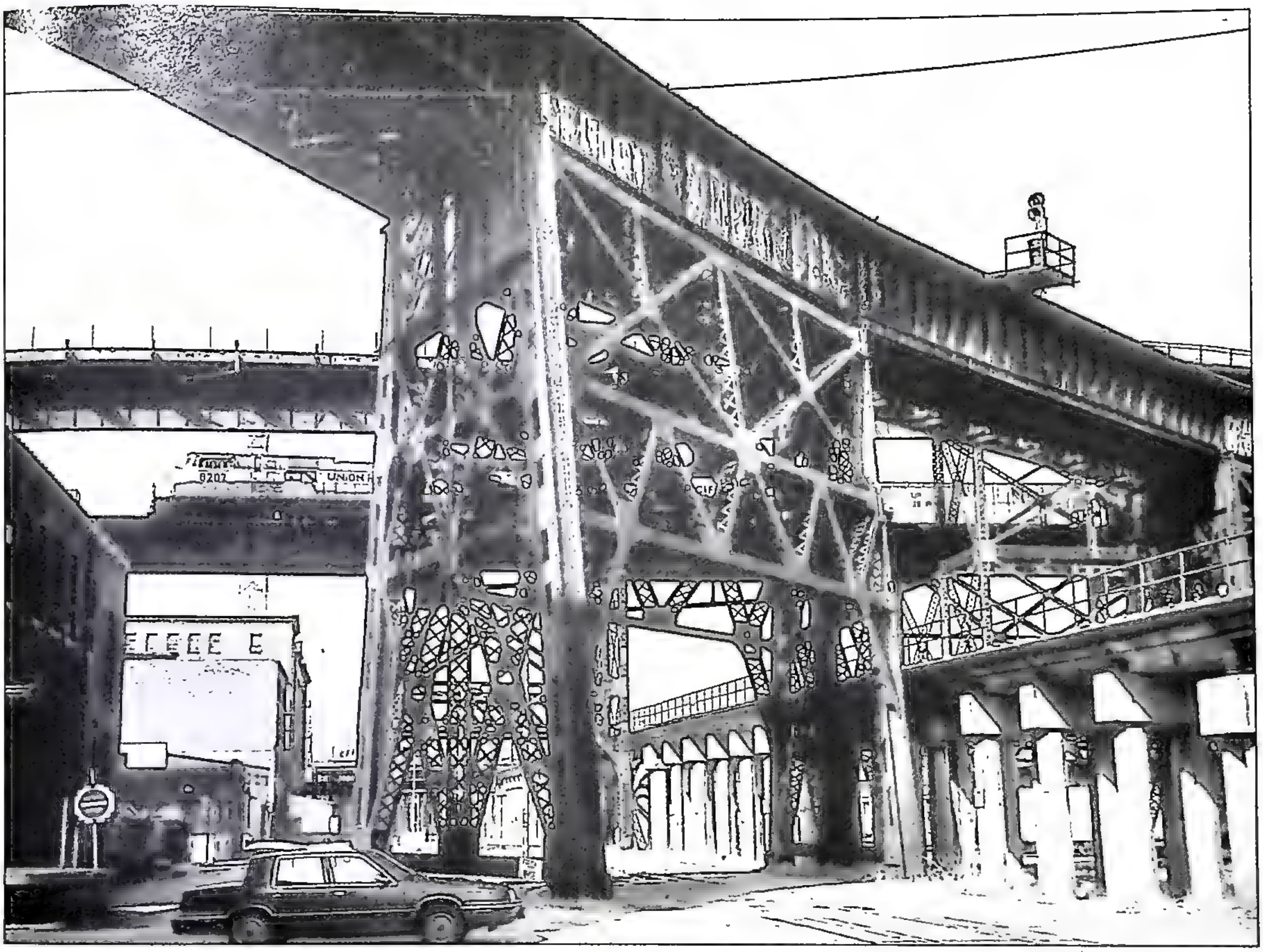
The process has proven to be somewhat of an archaeological experience, with the crew discovering parts from other locomotives, especially the 6317 and 6331. In addition, the welder that prepared the locomotive for storage, upon welding the firebox doors shut, inscribed his name above the opening and dated it October 1959.

Ohio Central plans to run the locomotive as part of its expanded steam program. Currently, former Canadian National 4-6-0 1551 will be the "regular" locomotive, operating a summer season with regularly scheduled excursions out of Sugar Creek, Ohio. The 6325 is slated to power the road's "main line" excursions, sponsored by the railroad and other groups, departing such places as the restored Dennison depot on the ex-Pennsy "Panhandle" main. The 6325 will be available for lease if off-line operations should develop.

While a nod will be made to the locomotive's Grand Trunk heritage, and the engine may even run with the GTW logo for a few trips, it will be decorated in an Ohio Central livery. The railroad has an ambitious goal of running the 6325 this summer, although much work remains to be completed. Needless to say, the thoroughness of the rebuild will not be sacrificed for the sake of meeting a deadline, regardless of how anxious the crew is.

In this day and age, with the complexities of running a railroad, the commitment of time and resources to a project of this scope can only be considered a labor of love. Many dedicated employees, under the direction of Jerry Jacobsen, CEO of the Ohio Central, have quietly grown the railroad from an upstart short line in 1988 to a growing, regional provider of freight service, and the area's premier steam-powered tourist attraction.

Up to date information can be found on the railroad's web site, *www.ohiocentral.com*. The site includes general information, maps and rosters about road's freight operations, as well as a link to a special 6325 site, with extensive photos of the rebuild in progress, and a 6325 e-mail list.



Railfanning Around St. Louis

A quick guide to train watching while attending the NRHS Convention

by Bob Gallegos

ABOVE: **Just south of the Arch, a maze of steel trestles blankets the riverfront. The rear end of this westbound Union Pacific coal train is stretched across the MacArthur bridge all the way to the Alton & Southern yard in East St. Louis.**

WHEN PEOPLE THINK of St. Louis, the Gateway Arch comes to mind. Railroaders and railfans know that St. Louis represents where east meets west, where the main lines of legendary railroads met at Union Station, and where the Gateway Western's arch ushered in a new player in the Nafta railroad's scheme of things. For visitors to the 2001 NRHS Looking West *convention, a visit to St. Louis is a fantastic opportunity to see main line steam in action and to sample some of the intense railroad action the area has to offer.*

Photographic opportunities abound on both sides of the mighty Mississippi, at areas easily and safely accessed from public roads during daylight. Don't let the rumors of the dangers of East. St. Louis scare you too much. There are some good, relatively safe areas for daylight railfanning. St. Louis proper and the western suburbs offer some scenic locations, and the region's Metrolink light rail system is a great way to scout out some photo locations, including a few stations where you can sit on the platform and let the action come to you.

Check out the images in this short preview, and you'll see St. Louis offers variety and action you'll find in few places. Many of these images were shot in a single weekend, demonstrating that you can catch a great deal of action in a short time. Just latch onto DeLorme Mapping Company Gazeteers for Missouri and Illinois. A good scanner will help, but there's so much chatter that it's confusing if you're not familiar with the area. You'll find there's a lot to see in the shadow of the Arch.

LEFT: **Amtrak is a big player in the St. Louis area. The old Alton route to Chicago hosts three trains each way daily. A 27-car *Texas Eagle* meets a UP westbound at Shipman, Illinois about 30 miles northwest of St. Louis.**

RIGHT: **An Alton & Southern transfer run to St. Louis holds on the approach to the Merchants Bridge north of Valley Junction on March 18, 2001. This busy area is best viewed during daylight hours.**

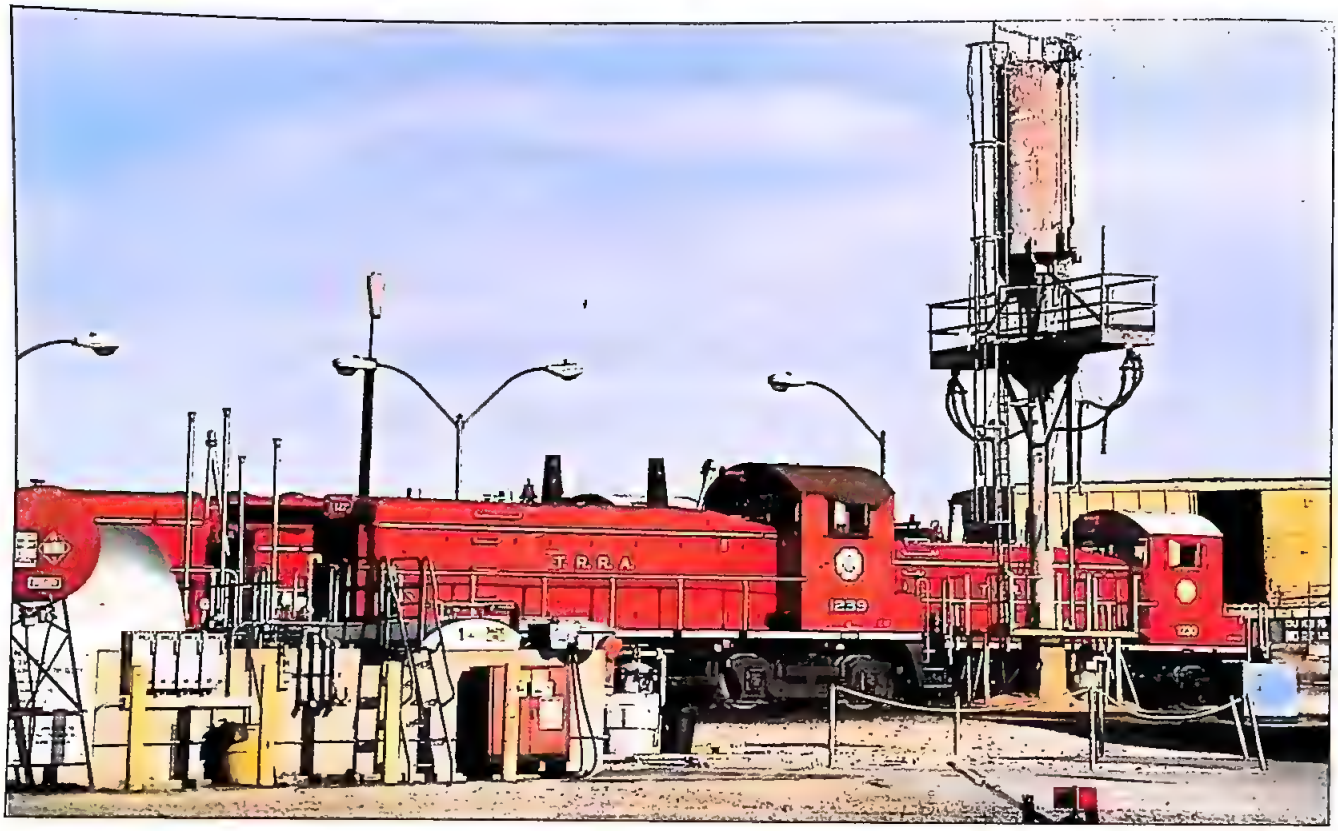
BELOW: **In recent years, Kansas City Southern has become a player in the St. Louis railroading scene. Roodhouse, Illinois, north of St. Louis, is where the line to Godfrey and East St. Louis splits off the old Gulf, Mobile & Ohio's Chicago-Kansas City main. Back in 1998, the Southern Belle scoots along just west of Roodhouse bound for Kansas City.**

Photography by Bob Gallegos

RIGHT: **A westbound Norfolk Southern local rolls past a train waiting to get into the Alton & Southern yard at Alerton, Illinois. HN Junction is just west of this location, and the highway in the background is I-270.**

LEFT: **At Lenox Tower in Mitchell, the UP's former Southern Pacific/Alton line to Chicago and the former Missouri Pacific Pana Sub to Chicago via Tolono split. Here, UP 5626, an ex-SP Dash 8-39B, swings off the Alton & Southern, across the NS Decatur main and onto the Pana sub.**

BELOW: **A BNSF coal train rolls past the Spring Street Metrolink station just west of downtown St. Louis. Here, the UP and BNSF main lines cross just north of the platform. Plenty of action, along with convenient stairways make this location great for watching the action.**



ABOVE: **The Terminal Railroad Association operates a large classification yard in East St. Louis with lines reaching across the river to connect eastern and western carriers. The road's fleet of switchers builds trains for CSX and other area railroads. While easily photographed from public roads and overpasses along Illinois Highway 3 at the east end of the McKinley Bridge, you may consider visiting the area only in daylight, remembering to keep your eyes and ears open.** BELOW: **BNSF 9591 tiptoes a loaded coal train through the industrial district just north of downtown St. Louis. In this March 2001 view, the southbound is just about to enter TRRA trackage. The catenary supports in the background are on the former Illinois Terminal approach to the McKinley bridge to East St. Louis. The location is just off Branch Street.**

ABOVE: **UP 5371 cruises across 4th Street/Broadway at Gratiot just south of downtown. This elevated former Missouri Pacific line is the approach to the riverfront trackage under the Gateway Arch.**

RIGHT: **The Manufacturer's Railway serves the huge Anheuser-Busch brewery complex south of downtown. The enginehouse, across the tracks from a Coast Guard installation, is easily accessed on Arsenal Street just south of Broadway.**

ABOVE: **With the BNSF merger, Warbonnets are regular visitors to St. Louis. Santa Fe 922 leads a train off the west approach to the Merchants Bridge on March 18, 2001. This area, just north of the McKinley Bridge, is easily accessible on city streets.**

RIGHT: **A BNSF train with Manufacturers Railway beer cars negotiates the industrial trackage just north of the McKinley bridge approach. The bridge in the distance is the former Illinois Terminal. This view on the TRRA is typical of the industrial views that abound in the area.**

BELOW: **The Gateway Western/KCS line comes into St. Louis from Roodhouse, Illinois where it joins the former Alton/GM&O Chicago-Kansas City main line. St. Louis-bound trains, like this one on March 17, 2001, head to the old GM&O Gateway yard near Valley Junction in East St. Louis. Valley Jct. is off Wilford and Upper Cahokia/S. 20th St, an area best visited during the day.**

ABOVE: **A loaded UP Powder River coal train glides past the ex-Mopac depot in suburban Kirkwood, Missouri on March 18, 2001. Amtrak's *Kansas City Mule* and the *Ann Rutledge* use this route.**

LEFT: **St. Louis Car Company operates charter dinner trains in the area using these F-units, seen here at St. Louis Union Depot in 1998. The units are sometimes kept at the Manufacturers Railway shop.**

BELOW: **Just south of Lenox Tower in Mitchell, Illinois, the UP's line hosts trains off the old Alton route and Gateway Western/Kansas City Southern trains. The parallel NS mainline from Decatur is a popular place to catch trains waiting to get into the yards in East St. Louis. Viewing the action on the parallel main lines is easy at the intersection of Pontoon Road and Illinois highway 203.**

BOOK DEPOT

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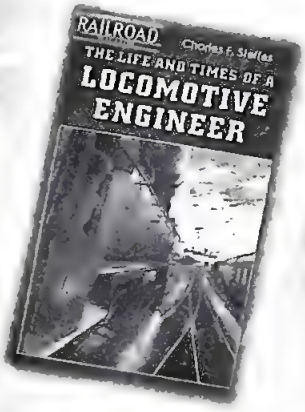

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On The Menu

News and detail on dining by rail — by JAMES D. PORTERFIELD

New!!!

SEVERAL ITEMS OF INTEREST to those who follow — or indulge in — rail dining have appeared in recent months.

A New Train

On May 6, 2001, BC Rail launched North America's newest luxury train, the *Whistler Northwind* (see R&R, February, 2001). Offering two levels of service — Panorama and the more exclusive Summit — it runs through October 3, 2001, each trip a three-day, two-night land cruise between North Vancouver and Prince George, British Columbia. The dining experience is a key feature, given billing equal to the route's spectacular scenery. Press kit highlights include: "Summit Service passengers can partake of a pleasing feast of fine foods fetched from land, sea, or air . . . set out with linen, china, gleaming tableware and floral affirmations of the great out of doors;" "Meals are prepared fresh by an onboard chef and culinary team;" "Panorama Service presents à la carte, at-seat dining;" "Meals in Summit Service are served in a magnificent vintage dining car" (ex-UP 1953 ACF twin-unit diner built for the *City of Denver,* once used on the first dinner train, the Sierra Railroad's *Supper Chief*) where "menus and wine lists will be ready at tables." "*Whistler Northwind* Dinner Menu: First Course — Steveston Sockeye Salmon Duet or Frizze, Walnut, and Truffle Oil Salad; Entrée-Magret of Fraser Valley Duck Breast, BCR (Beef Chateau Roast), or West Coast Crab Cakes; Dessert – Aunt Martha's Chocolate Mousse or Farmhouse Cheddar, Saltspring Island Goat's Cheese with Apricot Halves and Oatmeal Biscuits." For information or reservations, telephone 800/663-8238 or 604/984-5246; on the web, go to *www.whistlernorthwind.com.*

A New Book

Publisher Dianna Seay of Howling at the Moon Press who reprinted the 1911 cookbook *Good Things To Eat* by Pullman private car chef Rufus Estes, has struck a railroad connection with a new title that will capture the attention of more than a few readers: *173 Pre-Prohibition Cocktails: Potations So Good They Scandalized a President.* This is a reprint of cocktail recipes from African-American mixologist Tom Bullock's 1917 guide, *The Ideal Bartender,* a book introduced by none other than George Herbert Walker, grandfather of the 41st President of the United States, George Herbert Walker Bush. The "scandalized" President was Theodore Roosevelt, who, admitting under oath in 1913 to having only drunk "one part" of a Tom Bullock Mint Julep, produced skepticism among those who knew no one could drink "part" of a Bullock creation. The incident brings to mind a more recent President who "didn't inhale."

"Why is this in ON THE MENU?" Bullock, a bartender by trade, was listed in the 1912 Louisville city directory as a "porter." D. J. Frienz, co-author of the newer title, speculates that, with his reputation behind the bar already established, Bullock must have worked in club and lounge cars. Further, four dining car menus and other illustrations of the period attest to the close connection rail travel and dining had to the beverage industry. Finally, the drink recipes evoke an earlier, quieter era when rail was king and life on the "steam cars" was the pinnacle of luxury and success. At $14.95 ($3.95 shipping and handling, plus applicable taxes), *173 Pre-Prohibition Cocktails* is available from the publisher at P.O. Box 666; Jenks, OK 74037; 877/946-9546; or at fine bookstores and e-tailers.

New Stationery

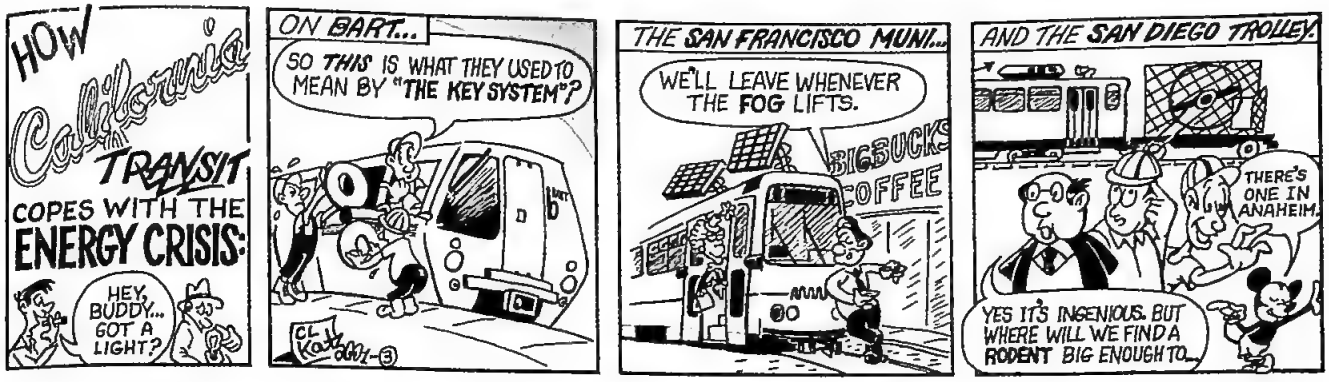
Tex Wilson, the artist whose colorful *Work-in' on the Railroad* series of line art celebrates the lives of railroaders, has added a third note card design drawn from the history of eating on trains; *Harvey Girls.* The 4¼×5½" single-fold card is printed in black on pleasingly flecked white stock and features two women standing ready to serve passengers, with an inset showing a woman drawing a much-anticipated cup of Harvey House coffee from a line of urns. Two other note cards in the series were published earlier; *Dining Car* depicts a dining car at mealtime, and *Dinner on the Diner* recognizes the role of the waiters. A package of six note cards with matching envelopes is $6.00 (plus $.50 shipping) from Tex Wilson, 4305 Whidbey Court, Anacortes, WA 98221; *www.tex wilson.com.*

New China

From the Strasburg Rail Road, a new china pattern for use in the *Lee E. Brenner* dining car is available from the gift shop. The pieces are white china, with the dinner plate decorated thus: a thin black stripe on the inside edge of the sloped rim defines the well. Next, demarking the top of the plate, the logo, a black circle, containing the year "1832" in yellow is surrounded first by a thin yellow line, then by a broad rust-colored band with "Strasburg" on top and "Rail Road" on the bottom, again in yellow. Working toward the outer edge of the plate, a broad rust-colored band is followed by thin yellow and black stripes. The prices of individual pieces ranges from $11.95 for a 3¾" fruit cup or 5½" plate, through $13.95 for a cup and $12.95 for a saucer, to $18.95 for the soup bowl or 9" dinner plate. A six-piece place setting is also available. All prices are subject to tax where applicable plus shipping and handling. Call the

RAILFUN

by CURT KATZ


HOW California TRANSIT COPES WITH THE ENERGY CRISIS:
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SO THIS IS WHAT THEY USED TO MEAN BY "THE KEY SYSTEM"?
THE SAN FRANCISCO MUNI...
WE'LL LEAVE WHENEVER THE FOG LIFTS.
BIGBUCKS COFFEE
AND THE SAN DIEGO TROLLEY...
THERE'S ONE IN ANAHEIM.
YES IT'S INGENIOUS. BUT WHERE WILL WE FIND A RODENT BIG ENOUGH TO...

Strasburg Rail Road Shop, located on Route 741 one mile east of Strasburg, at 877/475-8990 or 717/687-7686 (Visa, MasterCard and Discover cards are accepted).

A New Puzzle

Artist Alexander Chen, whose elaborately detailed and colorful panels have celebrated everything from San Francisco's famous Pier 39 to the gaudy high-rise canyons of New York City, has seen another piece of his work, of interest here, made into a 1000-piece interlocking jigsaw puzzle. Entitled *Napa Wine Train,* it features *Napa Valley Wine Train* MLW FPA-4 diesel No.71 run large across the lower-left third of the panel, with vineyards, rose gardens, a winery and an array of hot air balloons in the background. The puzzle (product number 02-G4099) is available for $14.95 from catalog marketer Bits and Pieces (800/544-7297 or *www.bitsand pieces.com*) or at fine hobby and puzzle shops anywhere.

Maritime Province Dinner Train

"I am writing on behalf of the Salem & Hillsborough Railroad," the letter began. From James Arthur Clowes, the line's Secretary, it shed light on one of Canada's growing number of dinner trains. "The railroad was formed with its headquarters at Hillsborough, New Brunswick, Canada, following the abandonment by Canadian National of their branch line from Salisbury to Hillsborough in 1983."

"The S&H started operations in 1984 with a tourist excursion train. The following year a dining train was added. This was apparently the first dinner train operation in Canada on a tourist railway. The railway still operates these trains, with nine three hour, 20 minute trips scheduled this year. We also operate chartered dinner trains, which most years total about twice the number of our scheduled trains. The S&H relies on volunteers for its operations. We are in a unique location, since Hillsborough is the 'Eastern Gateway' to the Fundy tourist area of New Brunswick. We are located near the world-famous 'Hopewell Flower Pot Rocks,' as well as being on one of the two routes to Fundy National Park.

"We operate our excursion and dinner trains as they were run during the 1950s. Our dinner train normally covers 9½ miles of our line. We use the older, more formal dining car setting and can accommodate 48 visitors per seating, with two seatings per trip. We operate three or four lounge cars with bar service as part of the dinner train. On charters, the lounge cars are used for things ranging from weddings, to company sponsored employee outings (a unique reward for a successful year) and, of course, for a number of senior groups that make our dinner train an annual outing. While we are not the largest tourist dining train operator, we offer a unique service, as the dining train provides a chance for an unique dining experience while traveling through an historic and scenic part of eastern Canada." For more information and reservations, call the Salem & Hillsborough Railroad at 506/734-3195 or 506/734-3733, or write to 2847 Main Street, Hillsborough, NB, Canada E4H 2X7.

Operator's Conference

Verline and Jeff Forbis, owners and operators of the McCloud Railway's *Shasta Sunset Dinner Train,* have volunteered to host what can be called the Second Annual Conference of Dinner Train Operators, held Friday through Sunday, November 2-4, 2001, in McCloud, California, "We hope the date will allow the dinner trains who benefit from fall foliage tourism to wrap up their season," said Jeff Forbis, "yet not interfere with busy holiday schedules that many trains launch at Thanksgiving." The location, in the shadow of unforgettable Mount Shasta in northern California, and central to a number of the nation's premier dinner trains, including the *Spirit of Washington,* the Mount Hood Railroad, the *Golden Sunset* dinner train, the Crooked River dinner train, the *Napa Valley Wine Train,* and the Forbis' own train, which will host dinner one evening during the conference, presents operators a unique opportunity to plan a week of field research. On the agenda: Marketing, operations, marketing, staffing, marketing and more. "We anticipate as many as 40 trains to be represented," says Jeff Forbis. To join them, mark your calendars now and watch for more details in a mailing to go out at the end of May.

PLEASE SEND correspondence concerning ON THE MENU directly to James Porterfield, 763 Cricklewood Drive, State College, PA 16803.

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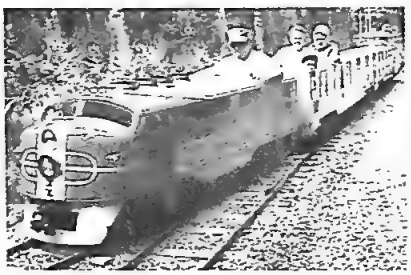

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New York's 63rd

THE PROJECT HAD LANGUISHED for years, but on Saturday, January 13, 2001, New York City Transit's 63rd Street connector opened for service. The connector finally links the 63rd Street tunnels under the East River with the Queens Boulevard rapid transit lines. It provides an important extra connection and additional capacity on the rapid transit scene between Manhattan and Queens. Before the new connector was put into service, the major link was the 53rd Street tunnel beneath the East River between the Queens Boulevard subway and the 6th and 8th Avenue lines in Manhattan.

The project started out as an element of a much larger undertaking but, by the time of actual construction on the tunnels under the East River started in 1969, the overall project had shrunk to a tunnel under the river and a connection to the Queens Boulevard subway. What had started off years earlier as 52 miles of rapid transit finally came down to just a little over three miles, including the tunnel, its approaches and a short line into Queens. When the tunnel was first opened, subway trains ran sufficiently far into Queens to serve a station at 21st Street-Queensbridge; the subway tunnel structure extended as far as 29th Street and 41st Avenue. This latter point was west of the proposed location for a station at Northern Boulevard. It was finally decided that the connector would join the Queens Boulevard line in the area of Northern Boulevard and 41st Avenue. This is a point between the Queens Plaza and 36th Street stations.

Full use of the connector and additional rapid transit service to Queens will begin in August 2001. The 1800-foot connector cost $645 million and it took six and a half years to complete. One reason for the time and the cost was the difficulty of making the connection by tunneling under the existing Queens Boulevard rapid transit lines and then coming up to the same level as the existing subways and linking to them while service was in operation.

Before the opening of the new connector, about 40 trains per hour made the crossing between Manhattan and Queens via the 53rd Street tunnel. The new connector will allow at least 50 trains an hour to operate. The extra capacity should provide significant relief to passengers now jammed into the trains.

Still underway is an exciting project to run some Long Island Rail Road trains into the lower level of the 63rd Street tunnel. This is a long-term project that will not see completion until the end of the first decade of the 21st century. Under the plan, LIRR trains will operate through the lower level of the 63rd Street tunnel under the river and then proceed in a tunnel to Park Avenue, where the Long Island trains will connect with Metro-North and terminate in the lower level of Grand Central Terminal; Grand Central possesses sufficient capacity to handle a number of extra trains at rush hour, something that Penn Station does not have. Thanks to *The Bulletin* of the New York Division of the Electric Railroaders Association (P.O. Box 3001, New York, NY 10008- 3001).

Atlanta opens new stations

December 16, 2000, saw the first opening of new rapid transit stations in Atlanta since just before the 1996 Olympics. Sandy Springs MARTA station is expected to serve 36,000 patrons and North Springs will see 25,000. The area is one of chronic traffic jams, and MARTA General Manager Nathaniel Ford, Sr., expects that motorists seeking relief will soon be riding on trains. MARTA is also involved in smart growth. The core principles of the idea are (1) Mixed use: housing, shops and workplaces are grouped in a single, cohesive development; (2) Walkability: the design and scale of the development is conducive to walking, particularly in residential developments with sidewalks, shorter distances and public spaces; (3) Density: housing and other elements are grouped closely together as a way to preserve green space outside the developed portion; (4) Transit: developments are situated on a bus or rail line. The Lindbergh City Center project is a major smart growth development. The sum of $41 million is to be invested in the station at Lindbergh to help expand the station's capacity. The Lindbergh City Center is a private-public venture between the landowner, MARTA, and developer Carter & Associates. The money is for parking decks, widening a vehicle bridge across the MARTA line, road improvements and sidewalks. Two 14-story office buildings for Bell South will be constructed at Lindbergh City Center. Parking will amount to 10,461 spaces. It is expected that larger platforms and new escalators and elevators will improve service and convenience for the passengers at the station. Charles Bogart was the kind person who provided the information.

Buffalo no go

It seems a thousand years ago that Buffalo opened its six-mile light rail line. You will recall that is the one that is really different — the rail line is on the surface in downtown Buffalo and in the subway north of downtown in the residential areas. The light rail line is really incomplete; it was supposed to serve the State University of New York at Buffalo, going all the way through the campus to the north campus at Amherst. The money ran out; only the short line was built and the line has not achieved its full potential as the heart of a more extensive rail system.

Some transit observers think that the Buffalo light rail line is a joke. It may be a short line, but it moves 25,000 people a day on its six miles and is more intensely used than the light rail line in Portland. Some studies are underway in the hope that the initiative and money will be found for the line to achieve the maximum payoff in

by GEORGE M. SMERK

Street connector opens

relieving traffic congestion, getting people through the deep snows or just giving Buffalo a shot in the arm. Thanks very much to George Prickett for his kindness in sending the news.

Richmond transportation hub

The historic Main Street Station at 17th and Main Streets in Richmond, Virginia, is about to be renovated and turned into a major transportation hub. The idea has been tossed around for years, but it appears that the project will now go ahead. Most of the $47.6 million in project cost is supposed to come from state and federal government.

The project is a three-phase effort. The first element will be a platform to handle Amtrak trains. Amtrak will begin stopping at the station in February 2002. Northbound trains from Newport News will be the first to visit the station. In a second phase, to be completed in 2003, longer distance trains from Florida and the Carolinas and northern cities such as Boston and New York will begin to serve the station. By the time the third phase is completed, the station will be a regional transportation and transit hub. It will be the center for all transportation in the region, which will include Greyhound and other intercity buses, taxis, the buses of the Greater Richmond Transit Company and the possibility of light rail commuter service that would connect downtown Richmond with the suburbs. There is a strong possibility that some of the Virginia Railway Express trains that link northern Virginia to Washington may extend to Richmond. Thanks to Charles Bogart for the information.

Traction work in the west

The situation in Seattle regarding Sound Transit light rail is uncertain because costs are expected to be much higher than expected. A case in point is the construction of the Capitol Hill tunnel: the latest estimates are about $100 million higher than the original cost projections. The board of Sound Transit requested that staff see if there are reasonable ways of cutting the cost, and work on the tunnel has been delayed at least a year. That means the planned November 2006 light rail opening date will have to be delayed to the end of 2007 or 2008.

Seeking ways to cut cost, the Sound Transit staff considered construction of a bridge over the Lake Washington shipping canal, as opposed to tunneling beneath Portage Bay. This would be a major change, requiring six months of design work followed by the time necessary to take bids.

In the San Francisco area, the big news is that it appears that the money is now put together to enable BART to build along the east side of the bay all the way to San Jose. When the BART project is finished, San Francisco Bay will be circled by rail service.

Progress is being made at the Municipal Railway of San Francisco. The MUNI Metro service now will operate until 1:00 a.m. on all five lines, every day of the week. Significant expansion will also occur on some trolleybus lines and MUNI is working to improve connectivity. A number of diesel bus lines are being changed to trolleybus, including 22-Fillmore via 16th Street, 30-Stockton and 45-Union/Stockton. Leroy W. Demery, Jr., was the kind correspondent who supplied the information.

Metrorail: Success and Renewal

For a sinus-clearing figure, look at the $9.8 billion that the Washington Metro system will need between now and 2025 just to maintain the buses, rail cars, systems and structures that are in place today. Many of us continue to think of the Washington Metrorail system as new, but it has been providing service to customers since March 1976. There are increasing numbers of days when more than 600,000 people use the Metrorail services and threaten peak efficiency. Maintenance is becoming more and more necessary as the facilities and rolling stock age. The initial focus at the Metro system will be on maintenance of existing services and facilities. The $9.8 billion is needed to keep the current assets in good repair. Other billions are needed for much needed expansion of the bus and rail service. There is a full-court press underway to gain the funding needed to find the money to do the maintenance job as well as begin expansion.

The Metrorail system definitely needs more parking space in its lots. While the Guaranteed Parking Program encouraged thousands of commuters to pay $65.00 a month for reserved spots, there aren't enough reserved spaces available and there aren't enough parking spots for all the people who want to ride the trains.

A new look will also soon come to the WMATA Metrorail system. There is a competition going on to select architect-designed canopies for the escalators at 53 stations. Many of the escalators are totally unprotected from the weather. $27.2 million is budgeted for the work on the canopies over the next three years; the project is to be finished in 2004. The problem of Metrorail escalators alone is a formidable one. There are 557 escalators and Metrorail is now rebuilding 170 of its escalators in the poorest condition.

Real excitement at the Washington Metrorail system took place on the 13th of

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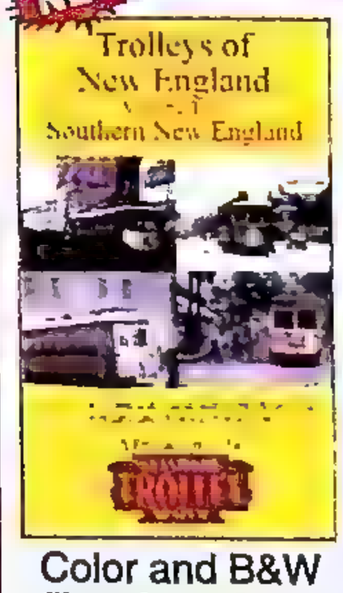

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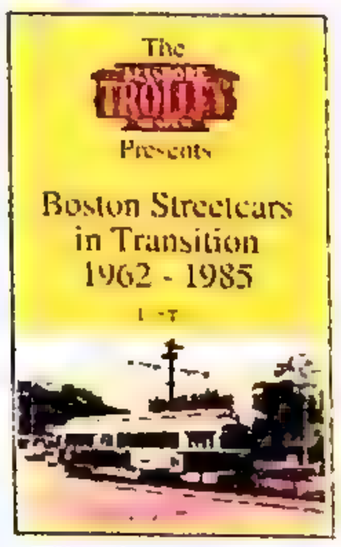

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January, 2001, when the 3.5-mile Green Line extension opened for revenue service. The extension is from Anacostia in the District of Columbia to the Branch Avenue station in Prince George's County. It has been a 20-year effort, but the final leg of the originally planned 103-mile rapid transit system is now serving the public. The extension includes stations at Congress Heights, Southern Avenue, Naylor Road, Suitland and, finally, Branch Avenue. The Branch Avenue area has a 37-acre rail yard for storage of 116 subway cars. This extension was late in being finished because of major disagreements in the 1980s over the route to be taken. Not content with the new opening, Metro is allocating $3 million for engineers to begin designing a way to stop the groundwater leaks into the subway tunnels. Intrusion of water corrodes electrical components and the steel girders that support pipes, communication cables and power lines. Metrorail has 40 miles of mined subway tunnels; nine miles of these are very wet, 18 miles are moderately soggy and 12 miles are completely dry. Each month Metro pumps 1.25 billion gallons of water from the subway. The worst section is along the Red Line between Farragut North and Medical Center stations; this portion of the line passes under Rock Creek.

Flashes

A crash on the **VIRGINIA RAILWAY EXPRESS** was avoided because of an alert freight train crew. The engineer and conductor on the freight train saw that a signal on an adjoining track indicated that the northbound *Auto Train* could proceed into the station at the same time that a Virginia Railway Express train was loading on its way to Union Station in Washington. Because of a curve, the *Auto Train* crew could not see the VRE train. The freight crew gave a warning and the Auto Train was stopped. Inspection of the signal showed faulty wiring; the signals had been structured with a wire type called TC green, which deteriorates and disintegrates over time if exposed to moisture. Many thanks to George E. Pettengill for the news.

Henry Korman sends word that **SEATTLE** is suffering angst over the light rail tunnel construction. Downtown business people see much disruption while the dirt flies. There is also unhappiness because the trolleybuses that have used the existing downtown tunnel for a number of years are to be put back on the street when the light rail line starts to operate. Opponents to light rail are capitalizing on this.

In Maryland, some of the **BALTIMORE** area counties are trying to organize themselves better to gain transportation dollars. They perceive that the Maryland counties that are adjacent to Washington, such as Montgomery and Prince George's, are doing better in getting transportation money than are the counties adjacent to Baltimore. There are long-range plans for expansion of rail service further beyond the limits of Baltimore and its immediate environs.

In the **LOS ANGELES** area, the Southern California Association of Governments is urging Riverside, Orange and San Bernardino counties to renew the sales tax increases that were approved decades ago. Special transit taxes in the three counties are scheduled to expire between now and

20[illegible] Los Angeles has a self-renewing tax. In any event, the Association of Governments sees a dismal future unless major investments are made in public transportation as well as highways. Thanks to Frank R. Bauer for the information.

Political pressure kept San Antonio's **TEXAS TRANSPORTATION COMPANY's** electric rail line operated by the Pearl Brewery in business. Apparently, owner Pabst Brewing Company wants to close the Pearl Brewery, which means junking the short electric railway line. Thanks to Alfred A. Ehm for the information.

Mr. Ehm also is concerned that the **TRINITY RAILWAY EXPRESS** needs to have a temporary station that is closer to downtown Fort Worth than the current Richland Hills station. He feels that October 2001 is too long to wait.

An executive order on October 1, 2000, by President Clinton expanded the Metrochek concept to cover all federal employees in the **WASHINGTON, D.C.,** region. This pays up to $65 a month toward the cost of riding buses, commuter railroads, vanpools or the Metrorail subway system. Because of the order, it is expected that the 610,000 daily trips on Metrorail will go up by 20,000 additional trips in 2001. The Virginia Railway Express has had sufficient ridership increases to switch all of its bi-level cars for the Manassas line to the Fredericksburg line in order to add capacity. John J. Hanlon supplied the news.

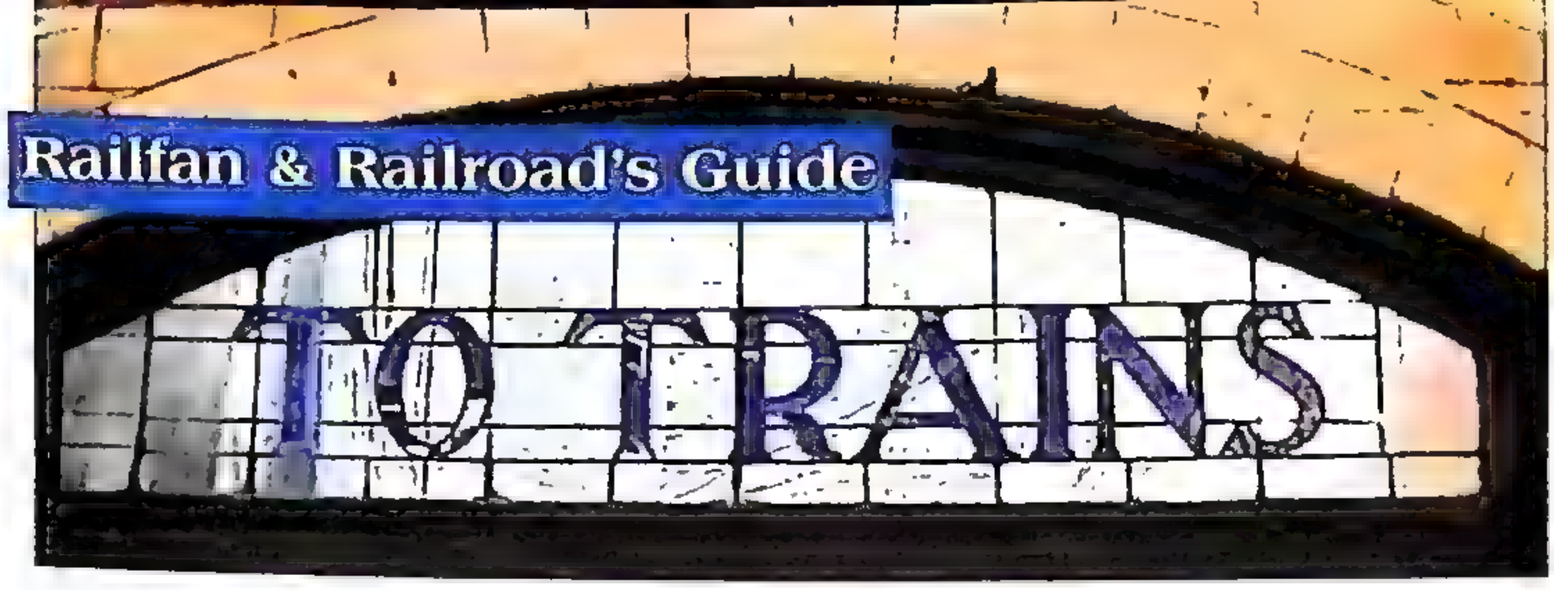
The **DETROIT PEOPLEMOVER** has not had a happy life. Now General Motors headquarters construction in downtown Detroit at the Renaissance Center is expected to close the peoplemover for almost two years. Peoplemover ridership has been down in recent years. In fiscal 1999-2000, 1,485,000 passengers were carried; this is down from more than two million in 1997-'98. Thanks to Ken Borg for the information.

In **FLORIDA** a ballot measure creating a high-speed rail service was approved. It was constitutional amendment No.1 and was approved by 53% of the voters. Apparently many Floridians are looking at this as a problem rather than an opportunity because how to pay for it is not clear. The high-speed rail line, capable of reaching 120 miles per hour, has to serve five unspecified urban areas. Mitchell Green supplied the interesting information.

Planners working on the proposed **PHOENIX** light rail line indicate that the cars will run near the city's major downtown sports places, the courts, major office buildings and the Sky Harbor International Airport, if they have their way. Routes seriously discussed so far would travel on First Avenue, Central Avenue, Washington Street, and Jefferson Street. Thanks to Sal R. Corvo for the information.

NEW JERSEY TRANSIT will save about $80 million and much time if construction of its line between Newark's Pennsylvania Station, Broad Street Station and Newark International Airport uses existing facilities. A thousand feet of long-abandoned streetcar tunnel will be placed back in use. Thanks to Douglas Eldridge for the interesting information.

In **BOSTON,** the MBTA is offering a guarantee that anyone whose commuter train, subway or bus is more than 30 minutes late will get a voucher for a free ride. Thanks to Doug Barron for the news.



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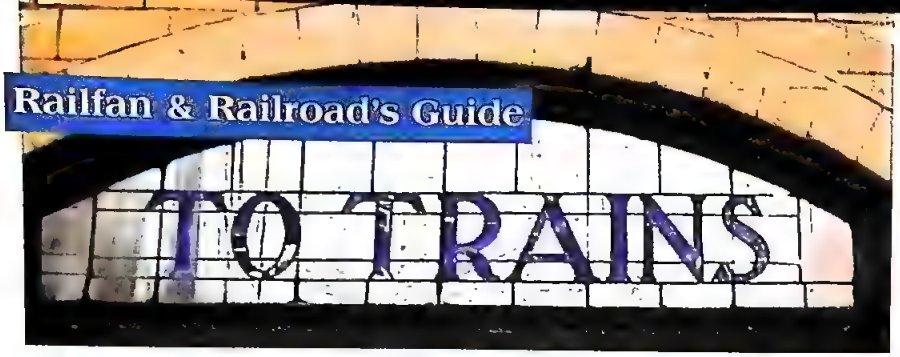

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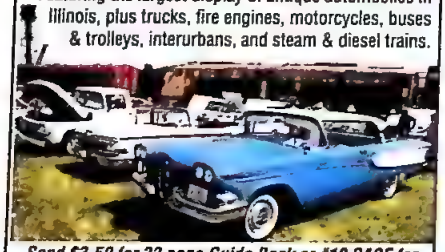
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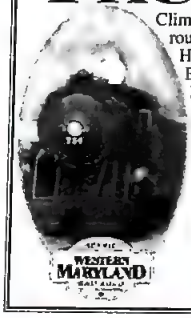
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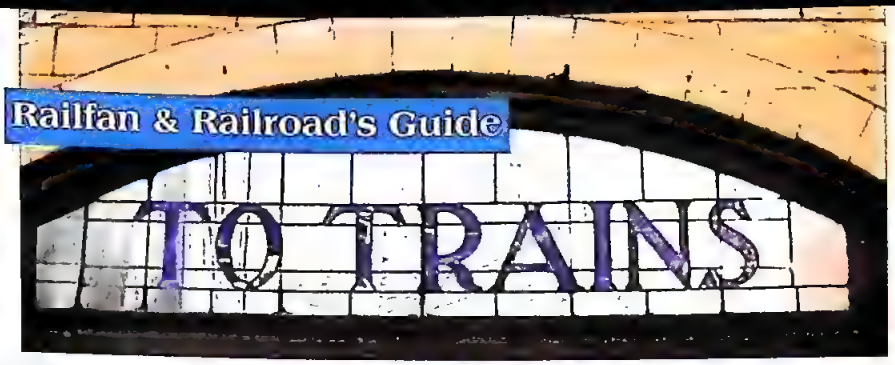

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Missing Memories

THIS WAS GETTING WEIRD. It was a beautiful April day, and I really needed to get home to finish the maps for my *Lehigh & Hudson River In Color* for Morning Sun Books. But there were some location questions I had for both the map and a couple of captions, and the answer to my questions was spread out along 25 miles of railroad that was only a half-hour drive from home (that's the convenient part of writing about your "backyard" railroad).

Back in the fall of 1972 I had been living in New Jersey less than a year. Tony Koester and Bob Mohowski and George Berisso had taken it upon themselves to introduce me to the little Century 420-powered gem of a railroad that cut diagonally across the area between the New Haven at Maybrook, New York, and the CNJ at Easton, Pennsylvania.

I had visited the L&H on a couple of vacation trips East in the late '60s, and moving to New Jersey gave me the chance to explore it in detail. Tony, Bob and George had already scoped out the "chase route" on the north end, where the "Shuttle One" crew would make two quick morning round trips shuffling the manifests between Warwick and Maybrook, N.Y. It was "fish in a barrel" photography with three or four blue and gray Alcos making the 45-m.p.h. track speed on a route that was hilly, picturesque and accessible by local roads. My "native guides" knew where the good shots were and led the way. The fall colors yielded some spectacular, varied imagery. It was a great time to be railfanning.

Operations changed drastically in the mid-'70s after the Poughkeepsie Bridge burned in May 1974. Conrail took over in 1976, followed by the arrival of Susquehanna stack trains in 1986. I continued to photograph the line using the chase pattern I'd learned from my friends back in the early 1970s.

In the winter of 2001, I was gathering those L&HR photos for the book. And I'll be darned if I can figure out where some of those photos were taken. There have been a lot of changes since 1972, and today you can simply not get a lot of the photos that were "classics" back then. Buildings disappear; open shots become tree tunnels. One angle, taken from an overhead "cow bridge' (below), has mysteriously vanished without a trace. I spent an hour driving the six miles between Warwick and Sugar Loaf without finding anything that remotely resembled the photos that I had taken on at least two occasions. A 1937 track chart shows the cow bridge just north of Lake Siding, but there's not a trace of it left today.

Another intriguing mystery is "Craigville," where John Krause, Bob Collins and Don Furler got classic steam-era shots on a fill curving away from a hillside. I'd chased that route dozens of times over a quarter century and had never seen that spot. That's because Tony and Bob and George didn't go there. They preferred the shot off the Route 94 bridge at Roe's Orchard, about a mile south. The Craigsville shot was on a road that diverged from our customary chase road, and I had always zipped right past it without realizing that the well-known steam-era angle was just out of sight around the bend. When I went looking for it in 2001, I was stunned to find it was still there in all its glory (well, almost full glory, since trees now crowd the side angles a bit, but the Collins footprint shot is still there).

So what does all this have to do with your photography today? A basic question to ask yourself is, "Do I always go to the same spots on my favorite line?" On the L&HR /Conrail/Susquehanna line north of Warwick, for me the answer was a quite surprising "yes." I'd missed a few pretty neat shots by following the crowd and not doing my own exploring. In the late 1970s Conrail had changed the schedule on the "Hudson Branch," putting trains on the south end around Belvidere in daylight for the first time in many years. I had to explore that line by myself, and to this day it holds few mysteries for me (though I'd never even been aware of the Oxford Siding, and will never see it since it's on part of the line that has been abandoned). Whether it's the NS Hudson Branch or BNSF's Marias Pass or the old CB&Q along the Mississippi, take a fresh look at the map and use those grubby days to explore the "non-classic" photo angles. You just might find some quite unexpected surprises.

***LEHIGH & HUDSON RIVER** Shuttle One accelerates southward between Sugar Loaf and Lake Siding in October, 1972. Norfolk Southern and NYS&W still use the line, but this scene has vanished.*

A 4-8-4 on its home turf

WHEN THE WORD CAME OUT that Spokane, Portland & Seattle 4-8-4 No.700 would run a "homecoming" excursion through Washington State in April, it quickly became *the* must-see steam event of the early part of 2001. In fact, the anticipation of seeing this locomotive back on the rails — and home rails at that — seemed to exceed the anticipation that surrounded larger events such as Railfair two years ago.

I quickly made plans to get out and see the 700, and for me the must-see places would be two quintessential SP&S locations — Cape Horn tunnel and Marshall Canyon. So off to the Northwest I went, flying into Spokane for three days of railfanning with Bruce Kelly before driving toward Vancouver, Washington, to pick up the 700 on April 20th.

The forecast was typically — well — Northwest, as seven solid days of clouds and drizzle were on tap. Upon arrival at Spokane, however, the weather took a turn for the better and we (Bruce, my father and myself) chased the Palouse River & Coulee City on the 16th under pleasant skies. The weather stayed good on the following day as we explored Marshall Canyon, which welcomed us with lots of trains. We finished up under surprisingly clear skies at the Latah Creek Bridge in Spokane. By Wednesday, however, clouds moved in as we traveled between Spokane and Sandpoint, Idaho, and at one point we were actually in a pretty cold rain. The weather cleared off for Thursday as we made our move from Spokane down through Pasco to Vancouver, now with my brother Bruce along. We were hoping for a good day on Friday at Cape Horn.

What we saw out the window on the first day of the 700 trip was not for the faint of heart. Rain was falling and it was dark. Undaunted, we hiked into Cape Horn about 30 minutes before the 700 was scheduled to leave Vancouver and began our vigil standing in the rain. We could hear on the scanner that indicated the 700 was on its way, but it was stabbed for a meet with Amtrak and a Z-train (intermodal) at Washougal. Finally, our wait ended and the 700 came out of the Cape Horn tunnel (**right**) as it had countless times during its working career with the SP&S. And once the train was out into the more arid parts of Washington near Dallesport, we had sun for almost the entire rest of the weekend.

On the road with the 700

Even though the 700 looked and ran great on the first day of the trip, there were problems that cropped up on the trip, the longest the locomotive has made since being "retired" at the end of the steam era (for photos of the trip, see **pages 6-7**). While climbing Providence Hill on Saturday, the engine was brought to a stop. Problems had arisen, probably in the piston rings (the exact cause won't be known until the crew can work on the locomotive), and it was deemed the safest way to proceed would be to tow the engine and train into Spokane.

STEVE BARRY

SPOKANE, PORTLAND & SEATTLE 700 blasts out of Cape Horn tunnel on April 20, 2001.

The only available engine was Santa Fe SD40 6308, pulled off a nearby freight. While this was a disappointment to the passengers and chasers, it was probably even a greater disappointment to the 700's crew, which had spent years getting ready for this trip.

The cloud seemed to lift a little on Sunday morning in Spokane, when BNSF gave its blessing to let the 700 lead the train to Pasco, with a diesel tucked in behind just in case. The train was run at reduced speeds to the servicing stop in Ritzville, then picked up speed over Providence Hill to Pasco, where it arrived over an hour early. The 700, which did little more than blow the whistle on Saturday while being towed in, was actually doing a lot of the work on Sunday. It was anticipated that Monday would be a good run down the Columbia River Gorge on the SP&S.

Trouble struck again, however, on Monday when the 700's tool car and power car derailed in the yard prior to its departure from Pasco. The decision was made to terminate the trip at that point,

Railfanning is

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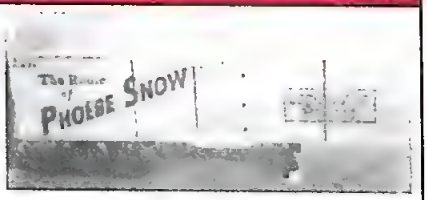

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• AMTRAK TURNS 30: On May 1, 2001, Amtrak celebrated its 30th birthday. James Boeger has been shooting the passenger carrier for nearly all its existence, and he gives us a selection of his favorite Amtrak photos from coast to coast through the years.

JAMES BOEGER

AUGUST 2001 ISSUE ON SALE JULY 1

and the passengers were bused to Vancouver. The 700 returned to Vancouver with an empty train on Tuesday.

The 700 crew will tell you that the heroes of the trip were the BNSF employees which, according to one 700 crewmember, were like a big family. They assisted in getting the engine over the road in a safe and expedient manner, and were willing to help wherever needed. Union Pacific also played an important role, as the 700 needed to use UP tracks to get out of its home at the Brooklyn roundhouse in Portland. Both railroads are to be commended for their help.

Meanwhile, the 700 needs your help. The Spokane trip was supposed to generate revenue to pay for running gear work. A combination of ticket sales not achieving anticipated levels and extra expenses incurred during the trip (including renting buses to complete the Pasco-Vancouver portion and lost revenue from passengers riding only that segment) may slow the progress in getting the running gear work done. David Goodheart of Goodheart Productions will be bringing out an SP&S 700 tape in the near future. Priced at $40.00, Goodheart will donate $25.00 from each tape sold to the SP&S 700. Also, the SP&S commissary car has souvenirs for sale, which can be purchased on line at *www.sps700.org*. Finally, all you chasers out there (and I know who you are) — consider writing a check to help the 700 get back on track. The locomotive and crew provided us with a couple of days of superb photography, didn't they?

Steve

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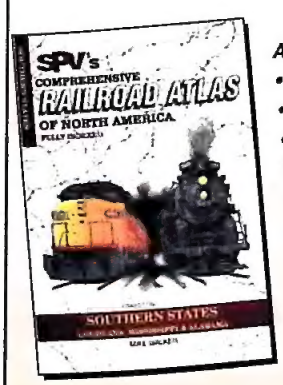

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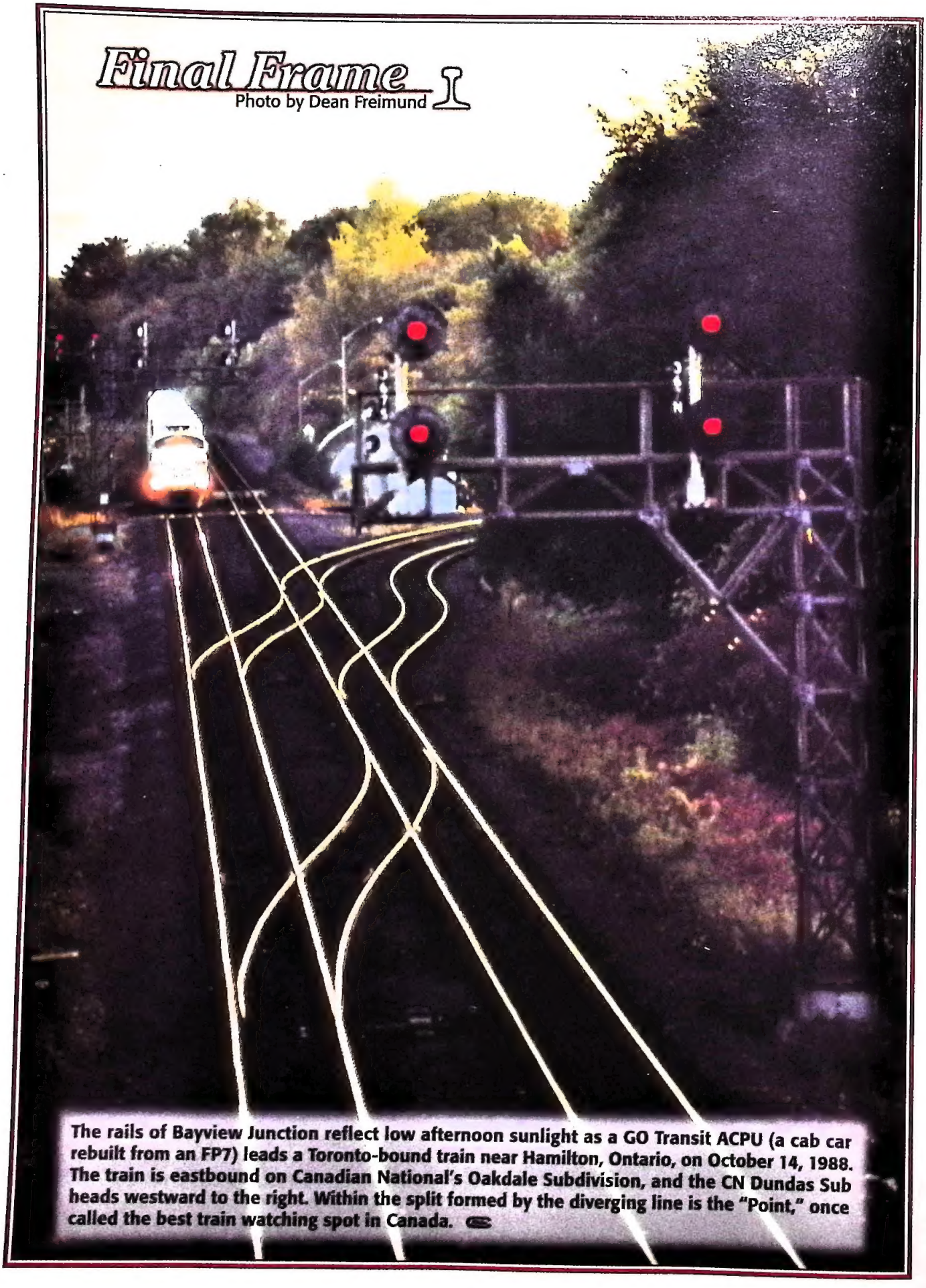

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